

THE GREAT ECONOMIC INITIATIVE

CHINA- PAKISTAN ECONOMIC CORRIDOR

STRATEGIC-ECONOMIC
IMPLICATIONS FOR PAKISTAN

MUHAMMAD ISMAIL

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China-Pakistan Economic Corridor: Strategic-Economic Implications for Pakistan

Muhammad Ismail

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Dedication

Dedicated To

My Beloved Parents

*Especially my Uncle (s) Karim and Rahim Khan and Nazish Khan,
who supported me morally and financially, without their support
this dream, might not be fulfilled.*

Acknowledgment

First and foremost, I will bow to **ALMIGHTY ALLAH**, the supreme, universal, compassionate, kindhearted, gracious, and beneficent deity. My supervisor's unwavering support, never-ending inspiration, and soft compassion, as well as his academic guidance and regular monitoring, are all much value, Dr. Rani Erum, Assistant Professor in the Department of Political Science.

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Abbreviation

CENTO	Central Treaty Organization
CPEC	China-Pakistan economic corridor
GB	Gilgit-Baltistan
GP	Gwadar port
KKH	Karakorum Highway
OBOR	One Belt One Road
PIA	Pakistan International Airline
PM	Prime minister
PRC	People's Republic of China
SEATO	Southeast Asia Treaty Organization
SEZ	Special Economic Zones
UK	United Kingdom
UN	United Nations
USA	United States of American

What is Inside the Book?

The China-Pakistan Economic Corridor will serve as a bridge to regional development and unity. In terms of regional connection, regional growth, and job creation, it offers a wealth of insight. Within Pakistan, the corridor is a planned corridor that connects a variety of energy projects, transportation/infrastructure networks, and economic free zones. The \$62 billion investment will be used to improve Pakistan's current transportation infrastructure and increase its energy generating capacity. The proposed special economic zones, will follow, the energy and infrastructure investments are effective. The Economic Corridor (CPEC) connects Kashghar in China's Xinjiang province with the port of Gwadar in Pakistan's Baluchistan province, which is strategically significant. The planned route will allow products and services to be transported between China and Pakistan. Due to Gwadar's closeness to the Arabian Sea, it also allows China to reach the Middle East. Pakistan's goal is to maximize the country's demographic and natural resources by growing industrial capacity through the creation of new industrial clusters, all while balancing regional socioeconomic progress, enhancing people's well-being, and maintaining internal peace and stability. The Chinese side sees extending the western development plan, supporting economic and social growth in Western China, speeding up the Belt and Road construction, and encouraging the establishment of a new open economic system. The study's goal is to shed light on both nations' connections as well as the China-Pakistan Economic Corridor's strategic-economic partnership. The geopolitical relationship between Pakistan and China is an example of inquiring friendliness. The Corridor has the ability to significantly affect bilateral relations between two countries. The Karakoram route, which is faster and less expensive for foreign trade, plays an outsized role in regional cooperation. Strategic-economic cooperation based on the concept of a win-win situation for both countries might create a space for self-reflection and mutual understanding. The Economic Corridor has been Pakistan's and China's most important agreement since 1950. Instead of travelling through Malaysia's Strait of Malacca or any other foreign route, China may travel through Pakistan's Gwadar port. The Strait of Malacca delivers 80 percent of China's oil to Shanghai, a 16000-kilometer journey that takes 40-50 days. The CPEC route, however, reduced the duration to ten days and reduced the distance to 5000 kilometers, making it a

shorter and safe access to energy sources countries. The study examines the strategic-economic cooperation and its implications for the country's local, regional and international advancement, particularly in relation to the development of Pakistani society. In today's world, everything is interconnected. The Corridor is an example of economic regionalization. It was built on the ideas of collaboration, progress, and a win-win scenario for both countries concerned. Stability, prosperity, and economic growth are critical for Pakistan's long-term survival. The silk route remained a historic trade route from 2nd century B.C.E. to 14th Century C.E and covered Asia to the Mediterranean passing through China, India, Persia, Arabia, Greece, and Italy, thereby providing a strong connection between the east and the west. The name of silk route was assigned to it mainly due to the heavy silk trade in the region. The expansion of Buddhism and extensive trade of silk and ceramics created a strong connection between the two regions. The Karakorum highway (KKH) is the main bones for the trade and transports for the region.¹ The China and Pakistan are considered as "All-weather Strategic cooperative partnership" and iron brothers, which has been proved by their mutual cooperation and same stance on various international issues. Pakistan and China have had a close connection since 1951, when the two countries formalized diplomatic relations. However, due to decades of violence, macro-management challenges, and an energy-deficient economy, the country's economic progress has been hampered in the past. Significant foreign direct investment is required to capitalize on the country's weaknesses and address its crippled energy sector, opening up several chances for both the government and investors. Because of the closeness of Sino-Pak ties,² China is regarded as the most trustworthy investor, particularly given the difficulties in forming connections with other regional and global powers.

The China-Pakistan Economic Corridor is a regional connectivity structure that connects China and Pakistan. The China-Pakistan Economic Corridor (CPEC) will benefit not only China and Pakistan, but also Iran, Afghanistan, the Central Asian Republic, and the region as a whole. Enhancing geographical linkages through improved road, rail, and air transportation systems with frequent and free exchanges of growth and people-to-people contact, enhancing understanding through academic, cultural, and regional knowledge and culture, activity of higher volume of trade and business flow,³ producing and moving

energy to have more optimal businesses, and enhancement of cooperation through a win-win model will result in a well-connected, integrated region.

Economic corridors have grown highly popular in the last thirty years as a means of sub-regional financial expansion, despite the fact that the concept of a 'corridor' as a realistic and urban development concept dates back to the 1880s. It's because of their potential to support impartial development among areas via nation-states with shared borders, as well as among territories inside a nation-state with significant regional earnings inequalities.⁴ The phrase 'economic corridor' has also been used by economists to refer to economic interconnectedness between major cosmopolitan centers.

The China-Pakistan Economic Corridor connects China's Xinjiang Uygur Autonomous Region with Pakistan's whole territory. The Corridor's coverage is separated into two zones to reflect the degree, extent, and layout of its construction and development. Kashgar, Atushi, Tumshuq, Shule, Shufu, Akto, Tashkurgan Tajik, Gilgit, Peshawar, Dera Ismail Khan, Islamabad, Lahore, Multan, Quetta, Sukkur, Hyderabad, Karachi, and Gwadar are among the cities that the corridor travels through. From north to south, the CPEC is separated into the Xinjiang foreign economic zone, northern border trade logistics and business corridor & ecological reserve, central plain economic zones, western logistics corridor business and trade zone, and southern coastline logistics business and trade zone. They contain the majority of nodal cities, transit routes, and industrial clusters. The economic and social cooperation between China and Pakistan has made significant progress. China-Pakistan trade has grown fast in recent years, with an average annual growth rate of 18.8%; bilateral investment has also increased dramatically, and China has become one of Pakistan's largest sources of foreign money. By influencing their respective comparative advantage and strengthening all-round cooperation based on the physical Corridor, China and Pakistan are expected to bring their economic cooperation to an unprecedented height, expanding into more areas and reaching a higher level; social and people-to-people exchange has been increasing; and by leveraging their respective comparative advantage and strengthening all-round cooperation based on the physical Corridor,⁵ China and Pakistan are expected to bring their economic cooperation to an unprecedented height.

Because CPEC is part of the OBOR, it emphasizes the promotion of regional connectivity across the Eurasian continent. SEZs targeted at promoting industrial expansion in key financial hubs and strategically critical places in Pakistan would be established to improve regional connectivity. China and Pakistan Investing in the Gwadar port in Baluchistan, Pakistan's largest province by surface area, is one example of such facilitation. Gwadar's geographical proximity to the Arabian Sea, some 380 kilometres from the Sultanate of Oman, acts as a conduit for China's access to the Middle East. Under the corridor, a liquefied natural gas facility capable of carrying 500 million cubic feet per day to the Gwadar-Nawabshah section of the Iran-Pakistan gas pipeline is also envisaged.

Pakistan has a key strategic importance in the region. From eastern side, arch rival India is situated. India is the largest democracy and the biggest emerging markets in the world. From Western side of the border is Afghanistan that is one of the most troubled zones in the world due to Gwadar strategic importance the CPEC was under consideration since long. President Pervez Musharraf proposed this project during his tenure, though it could not be materialize owing to the deteriorating law and order situation of the country.

The CPEC is an extraordinary project for Pakistan and China. It will uplift the economy of Pakistan and cut down the distance for China from 13,000 kms to 3,000 kms. Moreover, it will be a game changer for entire region. The land locked Afghanistan and central Asian states will get easy access to Gwadar port for trade purpose. However, it is very challenging task to materialize the full potential of CPEC. Regional corruption and connectivity will help in removing misgivings and pave the way for economic integration and peace resultantly. Thus, CPEC is a testimony for China-Pakistan relations that are described as "A Sweater than honey, higher than Himalayas and deeper than Ocean." It is also a hope for the troubled region.

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Chapter 1

Introduction

Introduction

Pakistan is a resource-rich country that has been self-governing for over 74 years. The country has gone through many ups and downs, but it has never given up in the face of hardship. Pakistan has experienced a number of problems since independence, including partition, refugees, terrorism, and economic difficulties,¹ one of the most significant obstacles was the country's poor economy, which it worked diligently to address.

China and Pakistan have had a stable relationship since the early Chinese revolutions even though their differing socio-political systems, cultures, and philosophies. Although much has changed between the two nations, the area, and the globe at large over this time, their friendship has remained unchanged. Beijing, as one of Pakistan's closest friends, has unveiled one of the world's largest funding programmes, in which it would fund infrastructure and power projects in Pakistan, assisting the nation in overcoming its power shortage issue and satisfying its infrastructure needs.

Pakistan has maintained an especially close relationship with China since the country's inception. Given the ideological gap between the two countries and the fact that they have occasionally belonged to opposing military blocs, the China-Pakistan relationship has sparked attention, and a variety of explanations have been proposed for this seemingly unusual pairing. According to Indian analysts, this alliance is built on opportunism, expediency, and even collaboration geared primarily against India, because other from a shared hate for India, Pakistan and China have little else in common. According to the history of the relationship, the two countries eventually developed a friendship based on similar interests that overcame ideological differences. India, without a doubt, figured prominently in both parties' considerations. Larger geostrategic issues, on the other hand, impacted both Pakistan's and China's actions. In 1949, the communists took power in China. Pakistan was one of the first countries to acknowledge the new administration. Pakistan and many countries anticipated that China's seat at the United Nations would be

taken by the new Communist administration. It would not have been in Pakistan's interest to alienate the new Chinese leadership by postponing recognition while the Kashmir conflict was before the UN Security Council.

During the Bandung Conference, Bogra and Zhou had the chance to develop bilateral connections. Zhou acknowledged Bogra's comment in a chat with him that Pakistan was not anti-China, had no fear of China committing aggression, and would not participate if the US took aggressive action under SEATO. Pakistan would not be engaged, and through these explanations, we have reached a mutual agreement with China. In December 1956, Prime Minister Zhou paid a visit to Pakistan, which resulted in a deepening of diplomatic ties. The prime ministers agreed in the joint communiqué that differences of opinion on a variety of issues should not hinder their nations from deepening their bonds of friendship.

Pakistan became an outspoken supporter of China's admittance to the UN and other international organizations. In the years that followed, Pakistan remained a staunch backer of China in the United Nations. China's only European ally at the time, Albania, was often left alone. In China, this had an everlasting impact. Pakistan became recognized as a one-of-a-kind friend who had stood with China in both good and bad times. In reality, Pakistan's strategic relationship with the United States was severely strained in the early 1960s as a result of the country's growing affinity with China.

Pakistan's strong support for China has resulted in the tremendous Chinese assistance for Pakistan during the 1965 war captured Pakistanis' hearts, and this goodwill has withstood the political upheavals in both nations over the last three decades. Despite this Chinese backing,² Pakistani officials realized that the nation needed to maintain a positive relationship.

The corridor connects China's western Uighur Autonomous Region of Xinjiang to Pakistan's Baluchistan province's Arabian Sea coast through a series of energy and infrastructure projects. The project started in mid-2013 and was launched in April 2015. CPEC is generally characterized as a \$46 billion package of Chinese funding and investments in Pakistan, however Pakistani officials believe the sum to have reached \$62 billion by April 2017.

President Xi Jinping of China paid a visit to Islamabad in April 2015 to open the China-Pakistan Economic Corridor (CPEC), a \$46 billion investment in Pakistan's energy and transportation sectors. The China-Pakistan-Eurasian Corridor (CPEC) is part of China's One Belt, One Road (OBOR) Programme, which aims to improve regional connectivity between Pakistan, China and Eurasia. President Xi and Prime Minister Nawaz Sharif sign 51 agreements in various projects.

Both nations continue regular communication, giving a new dimension to their friendship. China-Pakistan ties are a good example of shared perspectives on critical problems and trustworthy friendship founded on values. Pakistan is the first Muslim country to recognize the People's Republic of China, as well as the third non-communist country to do so. On May 21, 1951, Pakistan and China formalized their relationship. In 1956, Pakistan Prime Minister Husain Shaheed Suhrawardy and Chinese Premier Zhou Enlai signed the Treaty of Friendship between China and Pakistan in Beijing. Despite Pakistan's anti-communist rhetoric and greater collaboration with the US, as well as difficulties in Sino-US relations, relations remained amicable and stable.

Both governments should continue to take aggressive measures to develop policies that would progressively increase bilateral trade between China and Pakistan. It is past time to take advantage of China's western development and construction in northern Pakistan to form an economic corridor connecting the two countries. If this happens, trade between the two countries would become much simpler,³ The Two nations should take necessary steps to address local ethnic issues while also resisting foreign pressure. Protecting security and stability, as well as removing diplomatic barriers, are significant concerns that both nations must address immediately. The two nations have made significant progress in strengthening Sino-Pakistan ties during the last 60 years, but there is still more work to be done in the future.

The Karakorum highway (KKH, 1959-1979), which runs 3,000 km from Kashgar (China) via Khunjerab Pass to Hasan Abdal, serves as the major and essential link between the two countries by land route, which is shorter and less expensive for commerce. Through the KKH, China supplies its commodities all over the globe. The Silk Route, also known as the Karakorum highway, is a live symbol of the two countries' long-standing relationship.

Pakistan is situated in a region that is strategically significant for international trade. It serves as a vital link between Central Asia and the Middle East, as well as a crucial location in the transit economy. The corridor will be the backbone of Pakistan's political economy in the twenty-first century, involving production and commerce, law, custom, and governance, as well as national income and wealth distribution. The CPEC is a key component of Pakistan's long-term strategic plan and development strategy.

The corridor is designed to improve interconnectivity across the area by using railway tracks, roads, and pipe lines to connect industrial, trade, and other infrastructure projects to address Pakistan's severe energy deficit. Regional economic integration via highways, trains, pipelines, and ports leads to dependency, which in turn generates stakes for regional nations in each other's stability, allowing growth, peace, and prosperity to be realized. With the passage of time, Pakistan and China's ties have become closer and stronger. Both countries have strong diplomatic, military, economic, and cultural connections. As a result, it is safe to predict that this friendship will have a happy and profitable future. Pak-China socioeconomic ties are crucial in addressing their shared concerns for economic growth. Strong Pak-China socioeconomic connections will benefit regional prosperity and growth in the future. China, on the other hand, is vital to Pakistan's geopolitical and economic interests. In the areas of Defence, nuclear power, and economic growth, it requires China's assistance. It also needs Chinese assistance in countering India's dominance in the area, which is influenced by the United States. The Both States economy Corridor is a journey toward economic regionalization in today's globalized world. It provided them with stability, wealth, and a successful model. With power, peace, magnificence, and economic growth, the China-Pakistan Economic Corridor provides optimism for a brighter future in the area. The economic and geopolitical boost for Pakistan's growth as a game-changer for the south, central Asia, and the Middle East is undeniable, as is the fact that the China-Pakistan Economic Corridor (CPEC) will connect the whole globe. The Corridor will stretch a many kilometers, reducing shipping time to a few days. It will be quick, short, and inexpensive. The China-Pakistan Economic Corridor (CPEC, 2013) is Pakistan's best chance for peace, prosperity, and economic progress in the future.

Imran Khan, Pakistan's Prime Minister, addressed at the Groundbreaking Ceremony for the Gwadar Ports' various projects on July 5, 2021, according to Geo News and The News (Monday).

Prime Minister, Imran Khan officially opened the Gwadar Free Zone, Expo Center, Agriculture Industrial Park, fertilizer plant , Animal Vaccines center, Gwadar University and three industries, as well as witnessing the signing of many memorandums of understanding (MOUs) for the construction of a world-class hospital, airport, and vocational institute.

According to the Geo News, the Prime Minister said Gwadar international airport would increase regional trade and economic activities in our country. The prime minister further said that work on the city's energy and water supply is underway, and that this would help Gwadar expand. Previously, these efforts moved at a snail's pace, but they are now moving at quicker speed.

The prime minister expressed gratitude to the Chinese government for initiating water and solar projects in Baluchistan, notably in Gwadar. Pakistan can take advantage of its strategic location as well as the experience of its partner China, which is rapidly becoming a regional economic power. He also noted, China's technical education Programme for Gwadar residents, which he claimed would be extremely beneficial for international investment increased in the future Gwadar become international market.

According to the Dawns News, the chairman of CPEC Bajwa said, the second phase of the Gwadar Free Zone will be a massive project spanning 2,200 acres, as contest to the first phase's 60 acres.

Signatures on Memorandums of Understanding

- Agreement for the construction of a desalination plant with a capacity of 1.2 million gallons per day
- China has given South Baluchistan a subsidy for solar generators
- To address Gwadar's water and power concerns, agreements were reached on solarization and the construction of a desalination plant.

Prime Minister Imran said the government was working on a one-window operation to make it easier for investors to come to free zones and build up facilities and businesses that would help with exports. Water and electricity developments are now ongoing, as is a new international airport being built to link Gwadar to other locations. The greater exports will result in wealth creation, correction of macroeconomic imbalances, and job opportunities as demand for technical personnel and skilled Labour grows.

As the result of Trust, Beijing has established itself as the most dependable arms supplier, a source of critical Defence technologies, and a source of consistent economic and diplomatic assistance. As a result, political parties and the army have come to an understanding that good relations with China must be preserved. Finally, the China-Pakistan Economic Corridor (CPEC), which was just announced, serves both the nations' economic and geostrategic interests in the short and long term. Both regional partners appear to view the connection as essential, given its longevity, consistency, and ramifications. These characteristics prompted me to revisit the China-Pakistan relationship.

The China-Pakistan Economic Corridor (CPEC) is a collection of infrastructure projects presently under development in Pakistan. CPEC projects were originally estimated at \$46 billion, but its worth has grown to \$62 billion in 2017. The economic corridor connecting Pakistan's Gwadar port to China's Xinjiang province would be a game changer not just for Pakistan but also for global trade. The China-Pakistan Economic Corridor (CPEC) is being built as part of a strategic cooperation between the Pakistani and Chinese governments. It is a long-term strategy with a timeline of 2014-2030.

The two nations are wonderful neighbors, friends, and partners, and developing a long-term stable strategic cooperative cooperation between China and Pakistan is vital for achieving peace, stability, and prosperity in South Asia. This study focuses on the basic fundamental goal to identify the economic- strategic development and jobs opportunities for peoples of Pakistan. It's also intends to examine the existing challenges related to CPEC.

The China-Pakistan Economic Corridor (CPEC) is an important component of China's Belt and Road Initiative (BRI). It is necessary to comprehend China in order to comprehend it. In the not-too-distant future, China will surpass the United States economically. Its foreign policy is driven on economics and trade rather than tanks and missiles. Imports must be increased, and commerce with the rest of the world should be improved.

The BRI was launched by Chinese President Xi Jinping to create a network of economic corridors based on the centuries-old Silk Road. Though it is modeled after the historical Silk Road, it has a broader reach and intends to create not just land but also maritime lanes. China began implementing the plan in 2013, and is now working on seven economic corridors, all of which are based on the grand Programme.

The Economic Corridor initiative intends to improve regional connectivity between Pakistan, China, and Eurasia. CPEC is certain to have strategic repercussions for Pakistan and the broader region, given the scale of the anticipated investments and its link to OBOR⁴ this corridor is seen as a representation of the country's unbreakable bond with China. Both nations mutual relationship is marked by a high level of mutual cooperation and strategic interest junction.

Over the course of the twentieth century, China and Pakistan built a mutually trusting relationship that has continued to grow and mature despite changes in world politics and in the administrations of both nations. Time-Tested and All-Weather Friendship is the name of the game. Sino-Pakistani connections in the twenty-first century evolved, developed, and extended substantially. A big event was held in 2001 to mark the fiftieth anniversary of bilateral ties between two nations. Premier Zhu Rongji came in Pakistan in May 2001 and

immediately began work on improving the Gwadar Port, the Coastal Highway, and the Pakistan Railways. When India exploded nuclear weapons in 1998 and Pakistan reacted, the Western world imposed a series of restrictions and limits on Pakistan, but China's cooperation with Pakistan was unaffected. Since India's Defence minister identified China to be their main adversary at the time, cooperation has intensified. As a result, Pakistan and China have created a new set of mutually beneficial interests. Regardless of how the worldwide environment evolves or what occurs between the two nations, the Sino-Pakistan relationship is on a positive trajectory. For starters, China and Pakistan are staunch friends who never interfere in one other's internal affairs. Both countries have similar perspectives on a variety of international issues and strive to establish a peaceful regional and global environment. Third, both countries are in the process of development and have a strong desire to succeed economically. They are very complementary in economic, commercial, and technological interactions. The prospects for Sino-Pakistan relations are bright.

Cooperation based on successful countries for both sides might give an opportunity for self-expression and full knowledge of one another. The Corridor has been the most important agreement between Pakistan and China since diplomatic relations. It represents a relationship that is stronger than mountains and wider than seas. In a globalized world, the Corridor is a road toward economic regionalization.

It was founded on the values of peace, growth, and a win-win situation for all parties involved. The analysis also suggests that the Gwadar port in Pakistan, rather than the Strait of Malacca in Malaysia or any other international route, is one of the quickest routes for China. This long, pirate-infested waterway is patrolled by US and Indian warships. It doesn't help that the weather isn't cooperating. It also passes across the narrow Strait of Malacca on its way to Shanghai Port. A disruption in the Malacca Strait may have repercussions across China's entire energy supply chain. CPEC, on the other hand, provides energy sources that are more cost-effective, quicker, and safer. It cuts the travelling time in half and decreases the distance travelled by 3,000 kilometers. This project is essential for Pakistan's future since it gives peace, prosperity, and economic power to the country.

The first chapter covers the thesis of research introductions. The second chapter discusses both countries' relationships. Despite the fact that the two nations had established early diplomatic connections and had begun summit level meetings and exchanges of visits from the mid-1950s onwards, relations could not progress beyond a certain point.

The third part discusses China's biggest economic initiative, the One Belt, One Road, which spans 70 nations and is estimated to cost \$900 billion. The six economic corridors boost China's economy and strengthen China's influence in developing countries. It also has a major influence on the Middle East.

Chapter four explains the goals, objectives, and significance of the China-Pakistan Economic Corridor (CPEC) for Pakistan and China. This corridor plays a critical part in the growth of Pakistan's economy, overcoming the energy crisis, and building roads and rail connections that connect Pakistan and China.

In Chapter five, after the completion of the project in 2030, the discus of implications for Pakistan and China through the mage project which would provide peace, stability, and development. The primary consequence also discusses both nations that contribute to economic progress and people's living standards. This corridor connects Pakistan's various areas with China's backward provinces.

In conclusion, the existing and future of CPEC are explained, as well as the reversals of Pakistan, China, the United States, Iran, and Middle Eastern nations.

- China-Pakistan Economic Corridor will be overlay the way for regional economic and Strategic connectivity and integration among the region of South, Central and East Asia.
- The mage project, China-Pakistan Economic Corridor (CPEC) strengthens the strategic and economic position of Pakistan in the region.

The nature of the study is Quantities and qualitative research, (mix research) both approaches taken in this research. In order to identify the circumstances that led to the beginning of the current mage project, it first lays the groundwork for the topic by outlining the historical viewpoint of China-Pakistan relations, including both countries' economic and strategies relations. This research also focuses on analytical and descriptive research to find the implication for China-Pakistan economic corridor.

The sources of research are, books, research papers, articles, newspaper interview, magazines, websites, government document, and different opinion of analysts will be the sources of primary and secondary data for the evaluation. Thus all the required measures that upgrade the information will be taken under assessment to produce complete and reliable conclusion

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Chapter 2

Pak-China Relations

2.1 Background History

China-Pakistan relations started with its independence; Pakistan was among the first countries that began diplomatic relations with the newly emerged Socialist state and recognized the people's republic of China's government on 6 Jan 1950. Relations were good natured and remained continue despite the criticism on communism and increasing cooperation with the United States. In spite of different socio-political system, cultural and ideologies, both nations have maintained a secure association since the early treaty of friendship in 1956, over the long period of a relation between two countries is time tested¹ and phrasing their friendship using words such as all weather, and sweeter than honey.

According to the scholar John W. Garver, 'There is consensus among analysts who have studies China-Pakistan relations that this partnership has consistently been of a truly special character `china's cooperative relationship with Pakistan is arguably the most stable and durable element of china's foreign relations, its partnership with Pakistan, though emerged during that time, when it was trying to make friends with all developing countries.

According to Dr. Ghulam Ali:

Beijing-Islamabad ties has geostrategic point of view. The guiding principle behind this relation is 'the enemy of enemy is my friend', China, and Pakistan perceived India as a common security threat. Due to this both sides initiated mutually supportive policies, started defiance cooperation, and began to support each other at multilateral forums. China plays the role of the helping hand of Pakistan on Kashmir and other indo-Pak disputes as well as providing financial, political, and armed assistance, On the other side Pakistan resumed its support for China `s seat in the UN and helped in breaking China`s isolation with the west .since then both countries maintained, close and deeply special relationship and commonly exchange high-level visited diverse agreement and status of strategic partners. China cooperation continued to extend in the shape of the boundary

agreement especially after defied Anglo-American pressures to join their policy of support for India against China during the Sino-Indian border war by it also demonstrated a firm independent stance when, despite sanctions imposed by United States,² it established an air link with Beijing breaching the US strategy aimed to contained and isolate China.

The deep cooperation dates back to the 1960s, when China threatened to Delhi to interment in the 1965 Indo-Pak war. In fact both countries have fought wars with India; four Indo-Pak wars were take place in 1947, 1965, 1971 and 1999 and Sino-Indo border conflict in 1962. Bilateral relations have evolved from an initial Chinese policy of neutrality to a partnership with a smaller but militarily powerful Pakistan. Diplomatic relations were established in 1950, boundary issues resolved in 1963, military assistance began in 1966, strategic alliance was formed in 1972, and economic co-operation began in 1979. China has become Pakistan's largest supplier of arms and third-largest trading partner. China has given Pakistan a loan of US \$60 million, which was later made a grant after the fall of East Pakistan. Recently, Pakistan and China have decided to cooperate in improving Pakistan civil nuclear power sector.

Pakistani leadership well aware, that there were many folds in the United States foreign policy towards China, such as cultural exchanges, trade, and UN membership On first November 1963, President Ayub Khan expressed his views of the change in US-Sino relation in future.

The China friendship with Pakistan reached its peak on September 1965 during the indo-Pakistan war.³ China was not only denounced India for its aggression against Pakistan but also applied strong military pressure on India to stop war. The strong Chinese support for Pakistan in the 1965 war won over hearts of Pakistanis. Since then friendship of both countries strengthen.

2.2 Treaty of Friendship 1956

Pakistani Prime Minister Husain Shaheed Suhrawardy and Chinese premier Zhou Enlai, sign the treaty of friendship between China and Pakistan held in Beijing in 1956.

The major Points of the friendship treaty as under,

- Marking closer bilateral ties.
- To promote the cause of the world peace and further develop existing friendly relations between China and Pakistan
- The friendship treaty between the two prime ministers have reached a further appreciation, of their respective problem and prepared to facilitate to do their best.
- To strengthen mutual understanding and friendship between two countries.
- Discuss the Matters of mutual interest.
- The Chinese Prime minister accepts the invitation to visit Pakistan's by Prime Minister Husain Shaheed.
- Due to the friendship treaty the relations of two counties have so deeply and high like a mountain and oceans.

In 1956, Prime Minister Husain Suhrawardy becomes the first Pakistan's Prime minister to official visit to China and meat with Chinese premier Zhou Enlai in Beijing, as a result of the conversation of the prime minister's further understands of their respective problem,⁴ and strengthen their policy of peace and justice to facilitate their settlement to mutual understanding and friendship between both nations.

After the successful meeting between Suhrawardy and Zhou Enlai in 1956, the Chinese Prime Minister Zhou `s visited to Pakistan in December led to further development of bilateral understanding, the joint announcement recorded that the share views of the prime ministers on many problems and further strengthening friendship.

They are happy to place on record that there was no real conflict of interest between the two countries. China understands the US pressure on Pakistan at that time. On the other

hand, Pakistan recognized the People's Republic of China and supported its government's claim of permanent in the seat security council.

The Prime minister of China during the visit of Pakistan discussed matters of mutual interest national and international development. The talk was held in an atmosphere of warmth and frankness. Both regimes make sure the difference between the political system and the divergence of view on many problems should not prevent the strengthening of friendships,⁵ they maintain a good flow of close associates between the leaders of different countries and solidify keep these contacts and hold consultations.

2.3 Construction of Karakoram Highway

The Karakorum Highway is also known as the friendship highway between China and Pakistan it was built by the government of Pakistan and China. It started in 1959 and was completed and opens to the public in 1979.

The Karakorum Highway's also known as the silk route. It is a living example of durable friendship between the two countries, a large number of delegations exchange visits every year by using this route, which was constructed with the blood of Chinese and Pakistani engineers.

The Karakorum highway, connecting the Gilgit-Baltistan region to the ancient silk Road, approximately 1,300 km long from Kashgar of Xinjiang region of China to Abbottabad of Pakistan. An extension of the highway southwest from Abbottabad in the form of the N-35 highway meets the GT grand trunk road, N-5 at Hassan Abdal Pakistan, the highway cuts through the collision zone between the Eurasian and Indian plates, where China, Tajikistan, Afghanistan, and Pakistan come within 3000 kilometers of each other. The Karakorum highway is the strongest symbol of China-Pakistan relations; they are close to the literal realization of the claim that their friendship is `higher than the highest mountain. The memorial of the pioneers of road built the Khunjerab pass on 15, 397 feet high, exhibited the eighth wonder of the world.⁶ More than a thousand Chinese and Pakistanis died during the construction process, a stunning feat of engineering took 27 years to complete.

The Karakorum Highway was allocated as the final support of a more recent and even grander project, the establishment of a trade and energy corridor, The Karakorum highway's construction itself is an expression of Pak-china relations and physical, cultural, economic, and security bond between them. The highway was conceived as a political and territorial project logical trade route between two sides of countries. The people of two countries have had friendly relations from 2000 years since; their forefathers discovered the silk route, and used it for trade. The silk route has become a permanent symbol of their friendship.⁷ on 2013, The Karakorum highway is a reconstruction and upgrade as a part of the CPEC project.

2.4 Pak-China Boundary Agreement

September 1959, the government of Pakistan received a Chinese map showing some parts of Hunza (Gilgit-Baltistan) as a part of Chinese territory, this mountain our area, bounding in glaciers. The Chinese line began at Mistake pass below the point where, the Afghanistan-Pakistan -China boundaries met came down, to shimshal pass and turned east towards to Tibet.

Islamabad- Beijing regimes were agreed to observe to consequent the customary peace and harmony on the boarder and officially draw up the line of boundaries between them.⁸ As a result, China reduces the adjacent area of defense which overpowers Pakistan in common understanding. The formal discussion was held on 13 October 1962 and the agreement was signed on 2 March 1963, by foreign ministers, Zulfiqar Ali Bhutto and Chen Yi.

Both countries reached such an arrangement of boundary adjustment in which neither of them lost any portion of territory under administrative control. The boundary agreement was widely acclaimed as a realistic mechanism for the promotion of peaceful friendly relations between the two countries, and generally acclaimed as a sensible method for the promotion of peaceful friendly relations between them; this relation become most fruitful for both nations,⁹ the border agreement followed the Karakorum watershed. According to the agreement, out of 3,400 square miles of territory, which both sides laid claim to, Pakistan received 1,350 km. The border agreement between two nations brought them more close and closed relations.

In August 1963, China-Pakistan signed an air agreement for the Dhaka-Shanghai air services of the Pakistan international airline (PIA), a commercial deal with substantial political significance that helped break China's isolation. In April 1964, PIA made its maiden flight to Shanghai. It became the first airline from a non-communist country to operate on Chinese territory. The air service was described as a milestone in the history of Sino-Pakistan relations. The Chinese welcomed the first flight enthusiastically. Shanghai airport was decorated by Chinese and Pakistani flags, In January 1963, Pakistan and China signed a trade agreement, followed a few months later by an agreement on air services.¹⁰ In fact, relations between Pakistan and China kept improving.

This agreement provides for the most favored nation treatment to each other in matters of commerce and trade, according to the agreement, Pakistan was able to import , metal and steel products, coal, cement, machinery, chemicals, raw, materials and cereals all of which were urgently needed for the execution of the big development project in Pakistan similarly China also import raw juice, raw cotton, jute manufactures, leather, cotton textiles, cotton yarn, sports goods, surgical instrument as well as Chrome ore, newsprint, hides, and skins for their industries and other domestic needs. In 1969-70, Pakistan and China officially arranged to refresh border trade between the Gilgit city and the neighboring Xining province.¹¹ As a result, Islamabad began to support China's policy on different international issues, including Beijing's stance on the nuclear test ban treaty and its nuclear test in 1964. When Zhou visited Pakistan in February 1964, for the first time China confirmed open grasp up for Pakistan on the Kashmir issue. It was a significant development in relations between both nations.

China's approach with Pakistan was distinguished by its implicit support for Pakistan's sovereignty. Even uninvited counsel was not given by the Chinese officials. They would explain their own experiences during discussions with their Pakistani counterparts and leave it to the Pakistanis to make their own conclusions if they so desired. Despite the fact that Beijing-Moscow relations had worsened when Pakistan began strengthening relations with the Soviet Union in 1960, Chinese leaders did not try to hold Pakistan back and even expressed support for Pakistan's goals. Following the boundary agreement, relations between Pakistan and China continued to improve, particularly when Pakistan rejected

Anglo-American pressure to adopt their strategy of supporting India over China during the Sino-Indian border conflict. Pakistan has shown its independence by defying US sanctions. It established aviation links with China, despite American containment and isolation efforts. Both countries' leaders began to speak often. On their way to countries in the Middle East, Africa, and Europe, Chinese leaders went via Pakistan, which helped them to have a deeper understanding of one another's problems. During his visit to China in March 1965, Ayub Khan was greeted warmly, establishing a positive relationship between the two countries.

Mao Zedong, Chairman of the Communist Party of China, thanked Pakistan for their assistance. Pakistan joined China in condemning the United States' strategy of "two Chinas" in the joint communiqué. The joint statement emphasized the need of adhering to the Ten Principles of Peaceful Coexistence and condemned colonialism and racial prejudice. It underlined that the Kashmir conflict should be addressed in accordance with the desires of Kashmir's people, as committed by India and Pakistan.

The most significant result of the Sino-Pakistan entente was the emergence of Defence and strategic connections that had never existed before and might form the foundation of their whole relationship. The first military deal between China and Pakistan, worth US\$120 million, was inked in July 1966. China became one of Pakistan's biggest arms suppliers when it began supplying the country with guns. As previously stated, before the beginning of the 1965 conflict, US sanctions against Pakistan drove the country closer to China.

2.5 China Nuclear Test and Pakistan's Response

China conducted its first nuclear test in October 1964, immediately India, USA, France, and UK expressed deep concern and called it dangerous for the world peace, while Pakistan fully supported China and expressed a positive response to the international community arguing its achievement of nuclear capability on its own, in reply China fully supported Pakistan during 1965 Indo-Pak war.

Beijing not only condemned India for its aggression against Pakistan but also pressurized India to stop the war. In July 1966, China and Pakistan signed their first military agreement

worth US \$120 million and started to provide arms to Pakistan and became one of the largest arms suppliers.¹² In 1971, when China again fully supported Pakistan against India.

The strong Chinese support for Pakistan in the 1965 and 1971 wars won the hearts of Pakistani and its good will had endured the political changes in both countries. After the separation of East Pakistan (Bangladesh), Z.A Bhutto revisited Pakistan's foreign policy towards Russia and China and their block; he introduces the new concept of bilateral relations or balance of power in relationship between two blocks.

The exchange of top-level leadership visits between China and Pakistan has resumed. In November 1970, General (R) Yahya Khan visited China and was welcomed with a spectacular and colorful welcome, similar to that received by Ayub in the mid-1960s. Despite the fact that it was a goodwill visit, Yahya and Zhou En-lai had lengthy and 'cordial' conversations. Yahya sought Chinese armament in the backdrop of worsening Indo-Pakistan relations, since the USSR continued to provide arms to India while US supplies to Pakistan were under stoppage. During Yahya's visit, China cancelled economic debts, helped Pakistan's fourth five-year economic plan, and signed military equipment agreements. China supports Pakistan's position in respect to India on the Kashmir issue and its distribution.

2.6 Bhutto Era Relations with China

Pakistan's defeat in the 1971 war swung the regional power balance significantly in India's favors, which neither Pakistan nor China liked. As a result, after the 1971 crisis, Beijing continued to assist Pakistan. It offered moral, diplomatic, and financial support, as well as a considerable quantity of military equipment. After Pakistan's new President, Zulfiqar Ali Bhutto, visited China three times, the first time from 31 January to 2 February 1972, Bhutto wanted to change China's policy toward Pakistan,¹³ and China supported Pakistan's moribund economy by converting four loans worth US\$110 and US\$200 million into grants.

After building the trust on both sides, Zulfiqar Ali Bhutto visited China from 31 January to 2 February 1972. With the Chinese government support for Pakistan's on the way out

economics, China converted the loan worth US\$ 110 million from twenty-ten in the grant and postponed the payment of another loan US\$ 200 million from ten to twenty years, by 1971-72, China delivered to Pakistan a 175-F-6 aircraft, four-bomber aircraft, four-trainer aircraft and twelve patrol crafts. On the 18th of May 1974 shortly after Bhutto's visit to China, India successfully conducted a nuclear test, causing a regional crisis. As a result, China has pledged its unwavering support for Pakistan in international forums. Bhutto's last visit in 1976, when Pakistan began its nuclear Programme,¹⁴ China has been a staunch supporter of Pakistan's quest for regional supremacy.

2.7 Pak-China relation in Zia Era

In 1976, two founding leaders of the PRC, chairman Mao Zedong and Zhou En-Lai, passes away Pakistan announced week-long mourning period on the both occasion while its parliament passed condolence resolutions. In July 1977, Muhammad Zia Ul Haq, overthrow Bhutto's government and imposed martial law in the country.

The changes that took place in the government of both states do not affect their relations. Their friendship is based on the principle of equality and mutual interest in all walks of life. Both states respect the independence, sovereignty and territorial integrity of each other. Two States are giving much significance to their communal associations in their foreign policy. Pakistan supported the Chinese point of view on the one-China policy,¹⁵ Tibet, and Taiwan issues. China always provides defenses and economic assistance to Pakistan. China provided about US\$630 million in armaments to Pakistan between 1966 and 1980, which was the nature of China's arms support to Pakistan at the time. Chinese armaments had formed the backbone of Pakistan's arsenal by 1982, as a result of periodic US sanctions in the 1960s and 1970s, accounting for 75% of its total military force and 65% of its 56 aircraft. After North Korea and China's ally, North Vietnam, Pakistan became the greatest beneficiary of Chinese military aid in August 1984. According to the report, China has trained Pakistani soldiers and wants to strengthen military ties with the country.

The formation of a Joint Economic Committee during Zia's third visit to China in October 1982 was a significant step forward in economic ties. The committee's goal was to expand non-political collaboration in sectors including, business, agriculture, research, and

technology. It also has the authority to assess the progress of current projects, identify new ones, and make recommendations to both governments.

In the light of the rapidly shifting world attitude and regional reassessment, Prime Minister Benazir Bhutto's visit to China in February, 1989, was long overdue. This entailed the Soviet-Indian summit in New Delhi in November 1988, which took place at a time when Pakistan was engulfed in domestic political turmoil. Both nations sign a Reciprocal Encouragement and Protection of Investments Agreement. Ghulam Ishaq Khan, Pakistan's president, visited China in September 1990 to preside over the Asian Games' opening ceremony. In terms of military cooperation, China and Pakistan signed a ten-year Memorandum of Understanding on defense in 1990, which included weapons sales, R&D, and military exercises. Regarding military manufacturing through technology transfer Pakistan's first Main Battle Tank and the K-8 training aircraft will be built jointly by the two countries.

During her second tenure as Prime Minister of Pakistan, Benazir Bhutto rose to power. She travelled to China mere days after taking her oath of office in October 1993, maintaining the tradition of the first official trip abroad going to China. The subject of US sanctions was a major topic of conversation during her visit. She said that the US penalties were based on false information, and that neither of their nations had broken the MTCR's rules. Both parties demanded that the US lift the illegal sanctions. Benazir Bhutto pays a special visit to China in 1995 to attend the 4th women Conference in Beijing, bringing the ladies of the two friendly countries closer together.

2.8 Golden Jubilee, 1999

In October 1999, China celebrated the Golden Jubilee of its socialist states and Pakistan was the only country that was officially invited to participate. Pakistan also announced a week-long celebration to Chinese honor in the twenty-first century, their relations entered in a new phase of development and cooperation when General (R) Pervez Musharraf became the new chief executive of Pakistan,¹⁶ he focused on improving relations with China.

2.9 50th Anniversary of Friendship Pak-China Relation:

In May 2001, Chinese primer Zhou Rongji visited Pakistan to attend the 50th anniversary of Pakistan and China bilateral relationship. Rongji announced that China would start cooperation on the initial development of Gwadar port and coastal highway in Pakistan. He also declared that peace, harmony, and strength in this region were the main concern of China,¹⁷ the Beijing-Islamabad accord of friendship, collaboration, and admirable sociable relations.

On 5th April 2005 both states signed 22 agreements to enhance the collaboration which mainly focused on,

- The assistance in the security, political and trade
- To cooperate in violence, independence, and radicalism
- Ensuring defense, territorial reliability, and sovereignty
- Free trade among the states.
- To work for international harmony, solidity and improvement.
- To work with the morality and standards of international law,¹⁸ and to join together the nation's security; military and organization will also step up cooperative efforts.

2.10 Relations in Zardari era

In the years 2008 and 2009, Pakistani President Asif Ali Zardari was visited to china, during his visit both sides signed, a various agreements related to economics, technology, trade, agriculture, communications, broadcasting, and others, these agreements intended to reach the dream of free trade area.

The terrorist group of the Tehreek Taliban Pakistan couple of Chinese engineer kidnapped on 29 August 2009 when they were working in the lower Dir of the district Swat Valley. After that incident in a long time event it took a long time for Beijing to pull

through enough confidence to make a large financial gamble on Pakistan again. In October 2009, Pakistani Prime Minister Yusuf Raza Gilani concentrates the eight prime minister meetings of the Shanghai cooperation organization (SCO) member states and in 2010, it was announced that the year of 2011 would be Year of friendship. In 2011, Pakistan and China celebrated `` Pak-china friendship Year `` on the occasion of the 60th anniversary of bilateral Pak-China relations.¹⁹ On May 2011, the government of two sides and common people sent messages to each other on the 60th year of friendship. He also inaugurated the Pakistan-China friendship center in Islamabad. The mutual announcement that highlighted the importance of China-Pakistan and stressed the friendship and cooperation between the two states serves the main concern of them, Sino-Pak friendship shares peace, harmony, stability, strength, and development in the region of south Asia.

Important Features of Friendships

- The two states approved out of 80 agreements activate which are different field.
- Politics, foreign, trade, military, cultural and sports.
- The friendship agreement is based on the national and international trade, modern education, and modern technology.²⁰
- The exports and imports enhanced between countries, which brings peace and prosperity.
- Reduces the tax and free international trade among the nations.

2.11 Relation in Nawaz era, (2013-2018)

On 6th July 2013, Prime Minister Nawaz Sharif visited China on the invitation of Premier Li Keqiang. On Friday both leaders signed a bonanza of agreements.

Main features of the Agreement

Following were the main features of agreements between two leaders.

- Long-term economic corridor
- 3,000 KM, roads which link Kashgar to Gwadar.
- Both leaders agree to encourage the policy to promote, peace, cooperation, and harmony.²¹

2.12 Xi Jinping visits of Pakistan

On the 21st April 2015, the President Xi Jinping's visited Pakistan. Both leaders, Xi Jinping and Nawaz Sharif, agree on the following points,

- Promote a model of economic collaboration, featuring a central role of the CPEC.
- Both agree on, including Gwadar port, energy project, transpirations and industrial cooperation, so as to achieve success penalty and general development.
- The two leaders agree on the principle of scientific planning and development.

The CPEC is now energetic, promoting rotations and assisting in the growth of Pakistan's economy,²² after many new agreements in 2017 the profeet started and its has already exceeded to \$ 62 billion, the corridor is the collected works of roads, railways, and gas, oil pipeline going from Pakistan's southern seaport of Gwadar to southwestern China. The China-Pakistan economic corridor (CPEC) is a part of China's vision to renew the ancient Silk Road and join Asia to Europe via road and sea bond.

The China-Pakistan economic corridor (CPEC) has in fact a cosmic opportunities to endeavor not only developing a land corridor but also a sea route through the Arabia Sea which links the Middle East. It is a bilateral project between two nations. Both countries have the right to change the condition of the project.

It consists of 51 agreements which were signed in a different fields including road and rail network projects, power creation, agriculture, education, telecommunication and research, Out of these 30 agreements,²³ were linked to the planned passageway, regarded as the main

connectivity mission between the two countries after the Karakorum highway was built in 1979.

2.13 Relations in PTI era (Imran khan)

Prime Minister Imran Khan also visited on 2nd November 2018, he met with Chinese president Xi Jinping and Prime Minister Li Keqiang, expressed his vision of further development in relations of both nations. During his visit both countries agree that;

- China will work with Pakistan to make relations between two countries a model of good neighborliness and friendship, a pillar of regional peace and stability.
- The Chinese premier also praised President Xi Jinping's vision, which said that China's door will still remain open, particularly at a time when protectionism is on the increase.²⁴ both sides are working on confidence, faith, and hard work.

On the 5th August 2019, the situation on the Kashmir Issue was again challenged abrogated the article 370 from the Indian occupied Jammu and Kashmir, this time of griverence Beijing fully supported Pakistan in the United Nation's security, (UNS), also it is the only country that openly supports Pakistan and the people of Kashmir.

President Alvi, visit China in March 2020. MOUs were signed, one of which was for the formation of Joint Working Groups on Science and Technology and Agricultural Cooperation. The two sides came to a number of key agreements and long-term agreements, reaffirmed their strong commitment to bilateral ties, and the leaders built a solid relationship in preparation for future collaboration.

Islamabad-Beijing friendship is on a strong track no matter how the international situations changes, and no matter what happens between the two nations,²⁵ Firstly, China and Pakistan unconditionally support each other and never obstruct each other's internal affairs.

Secondly, the two nations and people both give great importance to their friendship. Both countries hope to establish a peaceful regional situation and international environment,²⁶ thirdly, they are extremely harmonizing in the financial, trade, and technology exchanges.

China and Pakistan are good neighbors, good friends, good partners, and building long-term established tactical supportive partnership between them.

In the geostrategic circumstances of the Cold War political environment, the growth of China-Pakistan military ties is fostered. Despite being a member of the United States' SEATO and CENTO alliance systems, Pakistan had trouble-free strategic ties with China during the Cold War. Because both countries have many shared political, economic, and strategic interests, experts are concerned about the same dangers and difficulties that both countries confront in terms of security, political, and strategic issues on regional and domestic fronts, whether they are immediate or long-term. Terrorism and separatism, Afghanistan's stability, and India's strategic manoeuvring in the area with the help and strategic cooperation of the United States are among these issues.

The Treaty of Friendship between China and Pakistan was signed in 1956 by Pakistani Prime Minister Hussein Shaheed Suhrawardy and Chinese Premier Zhou Enlai, signaling a stronger bilateral relationship. Pakistan and China have a long and fruitful partnership. Both countries have benefited from their long-standing friendship. The core of bilateral ties is a strong alignment of ideas and shared interests. Pakistan has backed China on most issues since the 1962 Sino-Indian War, particularly those concerning Taiwan, Xinjiang, Tibet, and other disputed territories.

The diplomatic connections between China and Pakistan, which began in 1951, will be 70 years old on May 22, 2021. On this day, Pakistani Prime Minister Imran Khan lauded the qualities of this alliance and the growth possibilities of the China-Pakistan Economic Corridor while inaugurating the Karachi Nuclear Power Plant Unit -2, which China designed.

The seven decades of friendship between two nations, comprehended that it will never end at any stage or any weather, the friendship between both Countries Shines like a Moon, which ends the dark of the night.

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Chapter 3

One Belt One Road

3.1 Introduction

The idea of One Belt, One Road (OBOR) was first suggested by Chinese President Xi Jinping in a speech at Kazakhstan's Nazarbayev University in September 2013. The Chinese president began his speech by saying, "Promote friendships between our people and work together to build a bright future." The Chinese president began by saying that the aim is to establish stronger trade relations, extend cooperation and extend construction space in the Eurasian region,¹

The OBOR includes number of mega-projects, but the two most well-known are the maritime silk route and the Silk Road economic belt, which were first announced in 2013 during Chinese President Xi Jinping's visit to Kazakhstan and Indonesia. The Belt and Road Project seeks to connect Asia, Europe, and Africa through five routes, according to its planning.

China's government invested \$900 billion USA dollar for these project which will connect 60 countries. Its proposal is also the name of a plan which intended to renew and batter the old Silk Road's strength, as well as a step toward realizing the Asian century's forecast, in the framework of OBOR, the Asian infrastructure investment bank was founded with start-up assets of \$100 billion² It refers to the Silk Road economic belt as a revival of the old Silk Road, which linked China to Central Asia, Middle East Europe and some African countries.

3.2 Geography of One Belt One Road

The OBOR project aims to connect the world from Asia to Europe and Africa through roads, airways, and sea routes with 900 projects and an approximate cost of \$8 trillion, total

costs .These two routes will making it easier to buy and sell goods, commodities, financial services, technology, infrastructure, information and peoples, more swiftly.

3.3 The Vision of One Belt One Road

The ideas of these projects are to link people all over the world on political, diplomatic, strategic, economic, and cultural levels. The major goals of these plans are to achieve policy coordination among partners, develop infrastructure to improve connectivity, promote trade, encourage financial integration, and improve relationships between people in partner countries.

Previously, the OBOR initiative concentrated on misaligned connections in existing transportation routes, port facilities, high-quality railways, airways, and seaways, and oil and gas telecommunication pipelines for attractive connectivity among collaborator states but the innovation of maritime Silk Road of the twenty-first century, is the way of thinking to links China with Europe and Africa through the South China Sea and the Indian Ocean.

3.4 Objectives of OBOR Plan

The OBOR main objective is to strengthen regional connectivity and linkages in order to promote mutual understanding and long-term stability. Its aim is to enhance connectivity among a number of historically divided regions of Europe, the former Soviet Union, Northern, Eastern, and Southern Asia and the Middle East which theorized to be incorporated into a larger Eurasia as part of a long-term global strategy to establish a geopolitical hub of stability and growth, the one belt, one road concept is focused on the preservation and development of the spirit of the ancient Silk Road, and arranged it in the exploration pattern and promotion of a new model for international cooperation and development through the intensity of current regional bilateral and multilateral frameworks and systems of collaboration with China's participation.

3.5 Financial Support for OBOR

OBOR is a massive and historic undertaking and will take a substantial amount of funding. The Chinese government has already announced a US\$ 900 billion Silk Road fund to help

in the implementation of the strategy. China Investment Cooperation, China's Export-Import Bank, Chain Development Bank, and the State Administration of Foreign Exchange have already allocated funds in 2015; the funds will be used to improve connectivity among project partners by developing infrastructure and industrial projects. Roads, railways, seaports, and airports are all part of the infrastructure growth process.

3.6 Scope of One Belt One Road

The scope of OBOR is extremely broad. The Silk Road economic Belt and the 21st century maritime Silk Road, are attempting to connect approximately all fields of life. These plans are mainly concerned with the growth of road and rail networks, as well as the multipolar global pattern. Economic globalization, political cooperation, cultural diversification, and advanced IT adoption are all used to achieve policy coordination, improve infrastructure, improve communication, promote financial integration, and improve people's relationships, it also focuses on economic current investment resource allocation and market integration, encouraging nations to align policy through regional cooperation and encouraging transparent, compressive, and balanced regional economic cooperation.

3.7 Five Key Area Cooperation of OBOR

This massive initiative is focuses on five areas which are completely cooperative, as follows:

- This project promotes collaboration and policy change among the partner countries.
- The road and rail networks, as well as utilities and communications networks, are the subject of this project.
- Growing investment in this project as well as the partners' trade, export, and import ties.
- A lot of socioeconomic, political, and cultural exchanges between partner states will have occurred due to this initiative.

- The large scale project will increase people to people interactions, collaboration, and encouragements, as well as the exchange of ideas between individuals, are taking place.

3.8 Economic Land Belt

The Silk Road Economic Belt (SRB) is a land-based interconnect road and rail network corridor that links countries along the old Silk Road through Central Asia, West Asia, the Middle East, and Europe. The Belt and Road Initiative would give the priorities to the construction of a new Eurasian land bridge as well as the establishment of economic corridors linking China, Mongolia, and Russia, as well as China-Central Asia-West Asia and Indochina Peninsula. Economic industrial parks can be used as sites for communication.

A corridor is a key of the Silk Road economic belt is the initially and key a corridor that is crucial to China; as a result, the Chinese are focusing on land routes.

- These major land-based projects linking China and Europe through Central Asia and Russia.
- This project uses a land route to connect China with the Middle East and Central Asian countries, which is quicker and less costly.
- These projects have a major role to play in linking China to Southeast Asia, South Asia, and the Indian Oceans through the Gwadar port.

3.9 Maritime Silk Road

The 21st century maritime Silk Road has two routes that connect countries by sea along Africa's eastern coast; roughly up through the Suez Canal into the Mediterranean. One is from China's coast to Europe via the South China Sea and the Indian Ocean, and the other is via the South China Sea from China's coast to the South Pacific. The Silk Road Maritime will be focus on the construction of transports route and sea ways. The Maritime Silk Road focused on using Chinese coastal ports in south sea and the different islands and seas.

3.10 Future prospects of OBOR

The One Belt One Road project works on the following five primary objectives:

- **Policy coordination:** The huge project proposal's value comes from the need to inspire states to partner and work together to fulfill the mage projects.
- **Cultural exchange:** The aim is to encourage people-to-people contacts, as well as ties and good connections between companies, with deeper cultural understanding in order to facilitate international cooperation, peoples can travel to one another states for jobs and studies.
- **Financial Integrations:** It is intended to establish economic and financial cooperation, as well as risk monitoring and management, general financial engagement, and money system exchange.
- **Trade and Investment:** The project is proposed to make cross-border investment and trade easier and more Cooperative between Belt and Road thus countries will fostering economic integration.
- **Facilities connecting:** it has specific focuses on the development of facilities to allow greater connection between countries along the Belt and Route, such as restoring and developing ports, lifting barriers, and repairing roads. In addition, by constructing highways, railways, and fiber-optic lines between countries along the Belt and Road, a stronger network can be developed.

3.11 Six Economic Corridor of Project

The Belt and Road Project will use international transportation routes, as well as central cities and main ports, to improve coordination and create six international economic cooperation corridors.

3.11.1 New Eurasian land Bridge

The economic corridor is a cross-continental railway line that connects China and European countries. These land routes are quicker and less costly than sea and air routes, this corridor is one of China's economic backbones, linking the Netherlands and cutting through Kazakhstan, Russia, and Poland. China links the European countries of Serbia, Slovakia, Hungary, Greece, Poland, and the Czech Republic through this corridor. The corridor's major goal is to boost inter-state cooperation by improving railway connections using high-speed rail technology. The economic corridor aims to build a 4350-mile high-speed railway link between Moscow and Beijing, cutting travel time from six to two days. It is anticipated that the project will be completed. The total cost of this project is U\$ 230 billion.

3.11.2 China-Mongolia- Russia economic corridor

The land route connecting, China, Russia, and Mongolia, known as the Economic Corridor, is the most direct route between north-east China and its marketing centers in Russia and Europe. Through this partnership, railways and highways connecting these three countries will be improved, the three governments decided to collaborate in fields such as trade, port building, industries, investment, culture, and economics. The Economic Corridor would link China's Silk Road Economic Belt with Russia's transcontinental rail network and Mongolia's Prairie Road initiative. The construction of a high-speed rail line is currently only a concept. The corridor will cost \$50 billion, and a high-speed railway line project will connect Beijing and Moscow via Ulaanbaatar, Mongolia's capital. It would cut a 7000-kilometer travel from six to two days.

3.11.3 China-central Asia-west economic corridor

The corridor runs through Xinjiang, China, and connects the Central Asian, Iranian, and Turkish rail networks. Kazakhstan, Kyrgyzstan, Tajikistan, Uzbekistan, Turkmenistan, and two West Asian countries are all part of the economic project. This corridor will serve as a vital entry point for oil and natural gas coming from the Arabian Peninsula. The following are the projects that are currently being worked on:

- China-Kazakhstan train
- Manas International Airport
- High-speed railway track.

In February 2015, a goods train travelled 6,462 miles in 14 days to complete the journey.

3.11.4 China-Indochina-India economic corridors

The economic corridor stretches from Guangxi, China, to Singapore. This corridor links five South East Asian countries: Vietnam, Laos, Cambodia, Thailand, and Myanmar. The initiative is focusing on railways and improving ship lines, as well as other modes of transportation. The first phase of this project, a 5000-kilometer railway between Nanning and Singapore, is now being designed. This corridor aims to connect neighboring economies and promote international growth.

3.11.5 Bangladesh-china-India-Myanmar economic corridor

The corridor ties China with Bangladesh, India, and Myanmar in South Asia. China participation in this project on the basis of transit, finance, trade, oil and gas, and tunnel construction. China is improving its relations with India and Bangladesh through this initiative. In India and China, intra-state commerce currently spans 1600 km and 2000 km, respectively.

The corridor will cut the trip distance to 400-700 kilometers, lowering the transportation cost and time of traded products while also providing a gateway between India's and China's landlocked territories. The project, which would include about 440 million people from Bangladesh, Myanmar, China's Yunnan region, and India's West Bengal, will include a combination of rail and road networks, as well as air and marine ports. About a tenth of the world's total GDP is generated in this region.

3.11.6 China-Pakistan Economic Corridor

The economic corridor is a plan aimed at bringing regional economies together. It is a 62-billion-dollar initiative that stretches from Kashgar, China, to Gwadar, Pakistan, which involves the development of a 3000-kilometer road network.

Following projects run by this corridor

- highways and railways, as well as oil and gas pipelines
- Special economic areas in various parts of Pakistan,
- Fiber optic and manufacturing sectors, and
- Electricity projects,

3.12 Benefits of for the Region

Due to the huge project china and others partner countries have benefits to cooperate and fulfill their states interest.

- It is a way of bridging the infrastructure divide in developed countries such as Afghanistan and Pakistan.
- Increased investment and trade could help these countries develop their economies.
- This project has affected Chinese cultural changes to other countries, especially to Muslim countries.
- This project established reciprocal cooperation among the OBOR project's 60 countries.
- China is establishing a road and rail network to promote exports and imports through these ventures.

- Transportations, electricity, road connectivity, and economic growth will improve.
- One belt, one path facilitates trade between countries and creates reciprocal economic benefits, Maritime sea route project that covers virtually the entire globe.
- OBOR decreases the gap between countries and facilitates global economic growth, in the expectation of sustained prosperity and advantages for all nations.

This lavish project is made up of OBOR's main materials, which China is entirely responsible for supplying.

- **Highways and expressways:** they seek to connect Central Asia's varied terrains, such as Karakorum and the Himalayas.
- **Overland rail routes:** they are used to expedite the manufacture and sale of goods at a reduced rate.
- **Ports:** China is developing ports in various places in different areas like Gwadar, Chittagong, and Hambantota.
- **Gas Pipeline:** Central Asia is rich in oil and gas, and China is taking advantage of this by building pipelines to export gas to China and other countries.
- **Other infrastructure:** So far, a flood of infrastructure projects with the purpose of joining the market have been revealed.

3.13 OBOR: Financial Support to China

The key sources of monetary support for China's projects for the One Belt One Road (OBOR) initiative are as follows:

- Asian infrastructure contributions bank support for the OBOR project
- Financial funding from the China Development Bank for the project

- Collaborations with partner countries, including those who are part of the economic corridor, which also support the project.

The following are the reasons for China's benefits in the global One Belt, One Path (OBOR) initiative:

- Energy requirements
- China's industrial boom is in jeopardy
- Global integration
- Asia and Africa's young and underdeveloped regions
- China's regional inequalities, particularly in the east and south, are challenging international dominance.

OBOR is China's long-term growth strategy, which connects over 60 nations worldwide. China's government is primarily based on its economic strength, there for improving connectivity among a range of cracked regions such as Europe, post-Soviet union, central eastern and southern Asia, and the Middle East via the One Belt One Road initiative, It is one of the key foundations of the Chinese economic mission, which sees its exporting goods all over the world. The six economic corridors are highly important to China's economy. It imports oil and gas from countries with shorter routes to China and exports their products all over the world through the six economic corridors.

The Belt and Road project, China's broad connectivity goal intended to link nations all over the world. Pipelines and a port were planned for Pakistan, bridges for Bangladesh, and railroads to Russia, all with the goal of establishing what China calls a contemporary Silk Road commercial route to kick off a new age of globalization. The COVID-19 epidemic has hampered China's capacity to continue investing in high-risk infrastructure projects, as well as its desire to do so. China's overseas economic involvement, as well as how increasing geopolitical competition and economic recovery may affect these projects post-COVID-19.

The massive project is crucial to China since it intends to boost the country's economy while also serving as a cornerstone of the country's economic diplomacy strategy. China wants to promote economic activity in less-developed border regions like Xinjiang by linking them to neighboring nations. One of President Xi's most far-reaching international and economic initiatives is the project. Its goal is to bolster Beijing's economic leadership by implementing a massive infrastructure-building initiative across China's neighboring areas.

The initiative will contribute to the economic prosperity of nations along the Belt and Road, regional economic cooperation, and international peace and development through strengthening exchanges and mutual learning between civilizations. It's a fantastic project that will help people all around the world. The huge project connects the dynamic East Asian economic circle at one end to the mature European economic circle at the other, and encompasses nations with enormous economic development potential. On the ground, the Initiative will focus on jointly constructing a new Eurasian Land Bridge and developing economic corridors between China and Mongolia, China and Central Asia, and China and the Indochina Peninsula by utilizing international transportation routes, relying on core cities along the Belt and Road, and utilising key economic industrial parks as cooperation platforms.

The One Belt One Road (OBOR) plan aims to enhance economic prosperity and regional economic cooperation among nations along the Belt and Road, as well as strengthen exchanges and mutual learning across civilizations and promote world peace and development. The goal of this initiative is to create and preserve jobs while also boosting economic growth and ensuring social stability. They may not be able to achieve their goals in the same way.

China will be able to dominate the international market with its commodities all over the world once this ambitious plan, known as the six economic tunnels, is completed, particularly in impoverished or third-world nations. With a strong economy and a capable military force, it will have a bright future.

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Chapter 4

China-Pakistan Economic Corridor

Pakistan is situated in the south Asian zone, which is geographically, politically, socially, and economically significant for the world, especially in terms of trade and strategic importance. It serves as a gateway to Central Asia and the Middle East, and plays an important role in economic transit. Pakistan's borders are connect with Afghanistan, Iran, India, China, and the Arabian Sea¹ whereas Afghanistan, Kyrgyzstan, Kazakhstan, Tajikistan, Turkmenistan, and Uzbekistan are all central Asian Muslim countries seen Pakistan as their gateway.

Pakistan provides the shortest route to china for trade with Middle East and European countries The Middle East provides the majority of China's energy requirements. There for China aims to invest \$46 billion on CPEC, but that figure will rise to \$62 billion later in the 2017. This will aid in the reduction of freight costs and turnaround times. This is a significant investment that China has made in any foreign country but for its own benefits because the old trading route from China to Europe and the Middle East is costly, time-consuming, and dangerous.

4.1 China-Pakistan Economic Corridor (CPEC)

China and Pakistan have agreed to build the China-Pakistan Economic Corridor (CPEC), which will connect China's Kashgar and Pakistan's Gwadar port through a network of roads, railway tracks, electricity, pipelines, and fiber optics. The CPEC is a significant undertaking that the two countries have completed² the growth of CPEC is extremely significant to both Chinese and Pakistani leaders. During his official visit to Pakistan in May 2013, Chinese Premier Li Keqiang proposed the mega CPEC plan.

During President Xi Jinping's visit to Pakistan in April 2015, both leaders Xi and Nawaz Sharif agreed to promote a 1+ 4 pattern of economic cooperation, with the CPEC playing a central role and four main areas of cooperation including the Gwadar port, energy market,

transportation, and industrial cooperation, in order to achieve win-win outcomes and common growth.

On both sides, the two leaders have persevered on the principle of scientific preparation; the respective corridor is being established as part of both nations' political and economic partnerships,³ both countries have agreed to build an economic corridor between China's Kashgar and Gilgit-Baltistan. CPEC has been included in Beijing's fifteenth Five-Year Plan.

The Corridor is a component of China's Belt, and Road Initiative (BRI). These projects would bring the ancient silk route back to life, spanning 60 Asian countries, Europe, and Africa, with a combined population of over three billion people. Its includes a number of projects, including the Silk Road of the Twenty-First Century, the Central Asian Silk Road, and Bangladesh, China, India, and Myanmar (BCIM) route, It is a network of infrastructure projects currently under construction in Pakistan, with an initial investment of \$46 billion that later raised to \$62 billion in 2017.

The People's Republic of China will go to become an economic power along with the United States in the near future. Its foreign policy is based not on tanks and missiles, but now days the China's focused on the global economy and trade to increase imports and enhance trade with the outside world. The Corridor's focus would not be limited, but should be enlarged to include commerce, bilateral investments, and⁴ free trade agreements, financial and military cooperation.

4.2 Geography of CPEC

The project will connect all of Pakistan, beginning at Gwadar port and end in the western Chinese city of Kashgar. It connects both nations passing through various parts of Pakistan such as Gilgit-Baltistan, KPK, Punjab, Kashmir, Baluchistan, and Sindh, Whereas, a sea route runs across the Arabian Sea and connects the countries of the Middle East. The Economic Corridor (CPEC) is a bilateral initiative between China and Pakistan and both has the right to change the project's terms. China also wants Afghanistan, Iran, and other nations to be a part of this massive initiative⁵ but Pakistan has some reservations which unclear consideration of Beijing regime.

4.3 Aims of the Corridor

The Corridor aims to provide a direct link between Central Asian and Middle Eastern countries, in order to promote long-term growth. The corridor is mutually beneficial adventure, with particular benefits for both states. Both can expand their exports by land and sea as a result of the CPEC. The CPEC will serve as political, economic and Strategic strength for both the countries.

The economic corridor will cover 3000 kilometers from the Gwadar to Kashgar. The overall construction costs are 62\$ billions and expected to complete by the 2030. This mage project includes, trade routes, economic zone and energy projects which will build in the different parts of Pakistan and china,⁶ it's also aims to development in Pakistan and control energy cries by constructions of dams and electricity power plants. It will also provide employment to the people of Pakistan. Gwadar port will become the international market for the exports and imports as well as become tourist point after completion of CPEC. China has continued to invest in Pakistan's infrastructure, including the building of Gwadar port and the Makran coastal highway in Baluchistan, the Karakorum highway in Gilgit-Baltistan, and several other roads and power plants across the country.

4.4 Mechanisms of Cooperation

Both countries have agreed to work together on the corridor and have formed a ministerial-level joint committee on long-term economic planning. These committees' deals with Planning, electricity, transportation, Gwadar port, industrial cooperation-social economic growth, and foreign cooperation.

The seven joint working groups (JWG) are also work under the JCC. China's national development and reform commission (NDRC) and Pakistan's ministry of planning,⁷ development and reforms have formed JCC secretariats.

4.5 Four major areas of the CPEC

CPEC is a long-term project that runs from 2014 to 2030. It is divided into four major regions, as seen below.

4.5.1 Gwadar Port

Gwadar port is the key heart line of the CPEC which has evolved into a foreign trading hub for goods exports and imports from around the world. It is a connection between the port and the region, with the goal of improving economic and strategic growth. China connects with Middle East via Gwadar port to import oil and export Chinese products which becomes the route to reach Arabian Sea.

According to the agreement between the china overseas ports holding company (COPHC), Gwadar port authority (GPA) and Singapore authority in 2013, the development and operation of Gwadar free zone was handed over to the Chinese company, the Chinese's company invested 250 million USD in the port renovation. The Gwadar free zone is about 7 kilometers from the port in Gwadar's northern port. The planning cycle is set to run from 2015 to 2030. The city of Gwadar would soon become a regional commercial centre thanks to the establishment of a free zone.

4.5.2 Energy

Energy is the most important factor in every country's economic growth and is a critical component in creating jobs and improving the lives of billions of people. As the main key field under the China-Pakistan economic corridor scheme, energy projects are the highlights. Hydro, solar, wind, and coal-fired power stations are among the CPEC's electricity plan. Pakistan is a developing country, and as a result, many problems have in the country, such as energy shortages during the summer and spring seasons. Pakistan will resolve its energy crises by the mega project,⁸ which includes energy development projects.

4.5.3 Transport infrastructure

Pakistan is a country which enrich with bundles of natural resources but greatly suffer from its under developed poor infrastructure. CPEC will play an important role to improve its development structure. Pakistan will be able to export and import goods to China and other countries through these routes. By using these routes, such as roads, railways, and civil aviation, Pakistan will be able to develop its social and economic growth in the region.

4.5.4 Investment and industrial Cooperation

The CPEC transforms the Gwadar port into a foreign trading hub for exports and imports. It is the CPEC's main line, where foreign industrial for investment is being invested to built industrial zones to free zone and other industrial parks will soon completed in Gwadar and both nations have benefited from it. On other hand both nations launch the bus services between the two countries,⁹ scholarships for Pakistanis, also support Pakistan at the international level, cultural and social shifts, and correlations between two states.

4.6 Idea of economic corridor

During the 2000s, when the first phase of the Gwadar port was being built, the concept of an economic corridor emerged. General (R) Pervez Musharraf, Pakistan's former military dictator, has indicated that Pakistan might act as a medium for China on numerous occasions. During his visit to China on February 26, 2006, he suggested transit facilities that would provide the country with access to electricity.

The first step toward CPEC implementation was taken in March 2013, when China took administrative charge of Gwadar Port. Over the next several years, the project's shapes became clearer, especially during high-level visits between the two countries. When the Chinese premier paid a state visit to Pakistan in May 2013, he formally suggested the corridor's establishment. Pakistani President Mamnoon Husain visited China in February 2014 to discuss proposals for Economic Corridor. After two months, Prime Minister Nawaz Sharif met with Chinese Premier Li Keqiang to discuss future plans, which resulted in a full scale project being conceived during Sharif's tenure, the Chinese government announced in November 2014 that Chinese firms will founded 45.6\$ as part of CPEC in

energy and infrastructure project in Pakistan. The two countries agreed to build a 2,000-kilometer road and rail connection linking to the Lahore-Karachi highway,¹⁰ as well as a \$44 million contract to install a fiber cable across their border.

4.7 Time Frame of CPEC

The economic corridor will be completed in the following three time frames, which are the foundation of Pakistan's growth. The three time ranges are as follows:

- The first short term plan runs from 2014 to 2017;
- The second medium term plan runs from 2017 to 2025
- The third term plan runs from 2025 to 2030.

4.8 Importance of Corridor

Due to economic and geopolitical considerations, the CPEC is critical for China and Pakistan.

- China only has to negotiate with one nation, Pakistan, with which it has a strong relationship during the year. In the other hand, OBOR is become a difficult task for China because of multiple agreements with major countries that may be risky at any moment.
- The Corridor is a faster and safer route to China; the OBOR can face opposition from other countries.¹¹
- China has access to the Arabian Sea and the Indian Ocean through to the corridor, along a 3000-kilometer land road.

4.9 Announcement of CPEC

On April 20, 2015, Chinese President Xi Jinping and Pakistan Prime Minister Nawaz Sharif signed 51 agreements and memorandums of understanding worth \$46 billion, providing a significant boost to the corridor initiative. CPEC aims to modernize Pakistan's road system as well as change the country's economy. Overland routes from Pakistan's deep-sea ports of Gwadar and Karachi to China's Xinjiang Province and beyond will be linked by a rail, air and energy transportation grid,¹² the economic relationship between China and Pakistan is not solely based on highways or roads; there is also a proposal to connect Gwadar and Kashgar through a railway network. The rail network serves as a foundation for the country's economy.

4.10 Length of the Route's of CPEC

The route from Gwadar to Khunjerab is 3000, kilometers long. The length covers mountainous, rolling, and flat terrain. 2 to 6 lanes have been suggested for the CPEC, with each lane being 3.65 meters wide. The CPEC route is designed to travel at speeds ranging from 70 to 120 kilometers per hour.

4.10.1 Routes of CPEC

The three economic corridor routes are as follows:

- Western routs
- Central routs
- Eastern routs

4.10.2 Western Rout

The western route begins from Gwadar and passes through many cities in Baluchistan, including Turbat, Panjgur, Nag, Basima, Sorab, Qalat, Quetta, Qilla Saifullah, and Zhob, before arriving in Dera Ismail Khan. A couple of portions of the road connecting Gwadar and Quetta are currently under repair.

4.10.3 Central Rout

The central routes will originate from Gwadar and connect to Dera Ismail Khan via Baluchistan, Sindh, and Punjab province cities such as Baima, Khaddar, Sukkur, Rajanpur, Layyah, Muzaffargarh, and Bhakkar.

4.10.4 Eastern Rout

The third route linking, Gwadar, to Basima, Khuzdar, Sukkur, Rahimyar Khan, Bahawalpur, Multan, Lahore, Faisalabad, and Islamabad will all be included in the third path.¹³

4.11 CPEC: Strategic Importance for Pakistan

Pakistan is strategically important in Asia due to its location. It shares borders with China (523 kilometers), India (2,912 kilometers), Afghanistan (2200 kilometers), Iran (909 kilometers), and the Arabian Sea (1,046 kilometers). Pakistan is situated at the crossroads of three important regions of the world, all of which are filled will oil and gas deposits. The countries of West, South, and Central Asia, as well as Central Asia and the Middle East, are the world's most important oil and gas producers. There for the construction of road and railway network through the economic corridor will increases the importance of Pakistan.¹⁴

4.12 CPEC: Economic Benefits for Pakistan

The China-Pakistan Economic Corridor would support Pakistan's economy and contribute its economic growth and bright future.

- The massive mega project, which added 17,045 MW to the national grid from various sources such as coal, nuclear, water, wind, solar panel, and renewable energy plant, would resolve Pakistan's energy crisis.
- The CPEC will generate 2-3 million jobs in Pakistan, this initiative will help to reduce the youth unemployment rate.

- The project aims to improve the economic situation of people in underdeveloped areas such as Pakistan's less developed provinces, Baluchistan, and other parts of the country.
- The main city of Gwadar will experience economic and industrial development by economic project.
- This project is expected to revive the railway industry of Pakistan.
- Due to the peaceful proposition of Pakistan because of corridor region the tourism in the country
- The ultimate benefit for Pakistan will be overcoming the oil crisis,¹⁵ infrastructure growth, poverty alleviation, and stability.

4.13 China's Interest in Corridor

China is interested in the China-Pakistan Economic Corridor (CPEC), which is currently under construction. The People's Republic of China will become an economic force comparable to the United States in the future. Today's foreign policy of major powers is focused on the economy and commerce. Therefore, China is not concentrate on the production of tanks and guns. Hence, China wishes for peace in the region along with OBOR,

- A road that is both shorter and safer.
- Trade, Export to all corners of the globe
- Political clout in third-world countries
- Economic clout in developing countries
- Economic boost for China and Military clout in poor countries,¹⁶ Access to the oil-rich Middle East via Gwadar port.

4.14 CPEC: Benefits for the China

The Corridor is one of the six economic corridors proposed by the Chinese government for regional growth. The Chinese government is spending 62 billion dollars in this megaproject, making it the most important in the world. Following are the advantages of the Corridor for Chin

- The economic corridor will help China meet its energy needs by having a shorter and safer route.
- The promotion of Chinese manufacturing is dependent on oil and gas from countries in the Middle East and Africa.
- Presently , China gets 60 percent of its oil from the Gulf,¹⁷ which takes 45-50 days to fly 16,000 kilometers
- Whereas CPEC reduces travel time to ten days, with a distance of 5,000 kilometers.
- China expands its political and economic interest in the Middle East which is presently under the influence of American.
- China exports its goods through the CPEC all over the world especially to Middle East.
- The corridor has the ability to provide China with connections to the Indian Ocean, a critical oil shipping path between the Atlantic and Pacific Oceans.
- Gwadar city will become a Chinese naval base in the future since China already controls the Gwadar harbor,¹⁸ allowing it to manage the Persian Gulf's sea lanes of communication.

4.15 Nine Special Economic Zones

The mega project will establish nine special economic corridors across Pakistan, with the names of the Economic Zones listed below.

Economic zones are a cost-effective strategy for facilitating export and import trade, as well as private and public sector facilities financial growth in a territory. SEZs are special economic zones (SEZs) located within a country's borders with the goal of boosting commerce, tourism, and job opportunities. A foreign-straight commodity is attracted by the economic zone's construction of Pakistan and it is in the benefit.

4.15.1 Moqpondass Zone in Gilgit-Baltistan

Moqpondass is a special economic zone being built along China's western border. The economic zone covers a total of 250 acres and is located in the heart of Skardu, Gilgit,¹⁹ and Hassan Abdal. The following projects will be constructed in the economic zone:

- water-cleaning unit
- A fruit-processing unit
- A mineral-processing unit
- A steel-and-iron unit
- A marble-processing unit.

4.15.2 Rashakai Economic Zone

This economic zone is situated in Nowshera, Khyber Pakhtunkhwa, and occupies 1000 acres, this initiative lunches.

- Fruit manufacturing plant
- Textile processing device
- Printing and packaging

- Stitching and knitting •
- Karak oil refinery •
- Nowshera industrial region

4.15.3 China Special Economic Zone Dhabeji Sindh:

This special economic zone is being established in Sindh's province with the aim of developing the backward regions of the province,²⁰ the projects mentioned below are currently in progress.

- Chinese industrial park close Karachi city
- Karachi Marble City
- Karachi Export Manufacturing Zone
- Khairpur Special Economic Zone

4.15.4 Bostan Economic Zones in Baluchistan

In the backward province of Pakistan, an economic special zone is being established in the hopes of bringing stability and development to the country. Peace and prosperity. The industries mentioned below will be included in the special zone.

- Pharmaceutical, motto, assembly, and Chromites
- Fruit, agriculture business, and Halal food
- Gwadar, Lasbela, and Turbat industries
- Winder, micro, and Khosder industries

4.15.5 Allam Iqbal industrial Zone

This zone will develop in Faisalabad will bring growth, employment, and prosperity to the area. The projects that are currently being lunched in this area are listed below.

- Textile, steel, food, chemical, and
- Agricultural industries
- Engineering and plastics industries
- Rawalpindi, Multan industries
- Mianwali industry,²¹

4.15.6 ICT Model Industrial Zone Islamabad

This economic zone will establish in Islamabad. It spans 500 acres and is best suited for the following sectors to be developed under a special economic zone.

- IT and associated sectors
- Steel and food production plant
- Light assembly, publishing, and packaging unit
- Water cleaning device

4.15.7 Special economic zone in Mirpur AJK

The special economic zone covering 9500 Kanals in the main city of Mirpur in Azad Jammu and Kashmir is under Pakistani administration. Mirpur is connected to the Punjab and Indian-controlled Kashmir. The following scheme is still in the works, and the property is still being processed.

- Trade, forestry, and mineral resources
- Travel and tourism

4.15.8 Mohmand Marble City in FATA

Mohmand is the capital of Mohmand agency, Khyber Pakhtunkhwa. For the special economic region, it occupied 350 acres of land. In the special economic region, the proposal is launching.

- Uranium, dimensional stone, and granite
- Coal, shale, and marble
- Exchange and tourism
- Bannu industrial estate,²² Chitral food processing industry.

4.15.9 Industrial Park Pakistan Steel Mills Port Qasim

Port Qasim is a special economic zone in Sindh's Karachi. It was established as part of the China-Pakistan Economic Corridor (CPEC). It spanned 1500 acres on the Arabian Sea's outskirts. The port of Qasim is well-known for its exports and imports of goods from all over the world via sea ports, with the major industries mentioned below.

- Foundry and construction
- Steel and automotive-related industries
- Chemicals, warehousing
- Textile city in the port of Qasim
- Garments and a water clearing unit

These economic zones would help to increase the economy by providing new employment, trade and business opportunities for Pakistanis. This economic zone contributes to the reduction of poverty, the growth of the economy, and the improvement of people's living conditions.

4.16 CPEC: Gwadar port

Gwadar is a natural, deep-sea, all-weather port in the west of Karachi and Baluchistan's southwestern part. It is located at the crossroads of three major regions: Central, South, and West Asia, the Indian Ocean, and the Middle East.

4.16.1 Oman: Gwadar Retrocession

On the occasion of his daughter's wedding, the Khan of Kalat gave the Gwadar district on the Baluchistan coast to the Sultan of Oman in the nineteenth century. In 1958, the Sultan of Oman and the government of Pakistan agreed to back the port to Pakistan. Apart from a small payment, Pakistan decided to allow continued recruiting of personnel for the Sultanate force from Gwadar,²² as well as the peaceful coexistence and friendly ties between Pakistan and Oman, as well as the citizens of Baluchistan continuing to benefit from jobs in Oman.

Gwadar was a small fishing village in a deepwater natural harbour that Pakistan bought for \$3 million from Oman in 1958 with the aim of establishing it as a port. The Gwadar port is the hub of the China-Pakistan Economic Corridor (CPEC). The port connects China and Pakistan to the rest of the world, making it easier, quicker, and less expensive to invest in the country.

The construction of Gwadar port was begun with high expectations for its revolutionary economic effects. The port of Gwadar is ideal for fishing in the shallow waters. In 1958, Pakistan paid \$3 million to the Sultanate of Oman for the Gwadar terminal. Pakistan's government agreed in 1958 to build the port in accordance with international standards in preparation for the export and imports goods. The port was handed over to the Port Authority of Singapore (PAS) in 2002 during the period of General (R) Pervez Musharraf and the first phase of the port was completed in 2006, covering buildings and various projects. The port's second phase began in 2007, but due to PAS's failure, the port was handed over to a Chinese group, Chinese Oversea Port Holding Company (COPHC), in 2013. In 2013, China was given charge of the port administration for the next forty years as part of CPEC's overall significance for China and Pakistan.

During the CPEC initiative, this corporation began to work on a variety of projects, the first of which was a road and energy project, which has now been built in Baluchistan. As a result of the road's completion,²⁰ the route to China and other cities in Pakistan will be reduced, easier, and shorter.

4.16.2 Geographical location of Gwadar port

Gwadar is a city in Pakistan's Baluchistan province, situated in the country's south western corner. Gwadar is a city on the Arabian Sea that connects Oman and other Middle Eastern countries nearly 120 kilometers southwest of Turbat, the port city of Gwadar is also important for connecting with the Chabahar port in Iran's Sistan province and Pakistan's Punjab. It's also located in Baluchistan's western region, along the beaches of the Arabian Sea. Karachi is 533 kilometers away, while the Iranian border is 120 kilometers away. Gwadar Port is located near the Persian Gulf's principal marine routes in and out, just outside the Straits of Hormuz. It is located 380 kilometers south of Oman and near to key Persian Gulf oil shipping lanes. The surrounding area has around two-thirds of the world's known oil reserves. It's also the closest warm-water port to the Central Asian Republics, which are landlocked yet wealthy in hydrocarbons, as well as Afghanistan.

4.16.3 Importance of Gwadar Port for China:

The gap between China and Kashgar is approximately 3000 kilometers. Because of the significance of this port, China has provided assistance for a variety of projects in Pakistan's area, including the reconstruction of the Karakorum highway, the development of numerous highways, and the construction of roads to link Pakistan's other cities to Gwadar. The pinpoints are as follows:

- The Gwadar port is the most appropriate and fastest sea route to China; all of its energy needs can be fulfilled by the port,²³ and there are only two countries involved in the process.
- Both Countries with trusting and strong relations, such as Pakistan and China.
- China exports goods to the Middle East and African countries through the port.

4.16.4 CPEC Gwadar Projects

The following projects are currently being implemented in Gwadar.

- **Gwadar East-Bay Expressway**

The Eastbay Expressway's goal is to connect the Port and its Free Zone to the nation's highway network. The Improving logistic transportation of import, export, and transit products by connecting Gwadar Port to the major artery of the national highway system, the project began in 2015 and will be completed in October 2020 at a cost of US\$168 million.

- **New Gwadar international Airport**

The Construction of the New Gwadar International Airport (NGIA), as well as ancillary infrastructure, for a new airport that will be able to handle a mix of ATR 72, Airbus (A-300), Boeing (B-737), and Boeing (B-747) aircraft for both domestic and international flights.

Its entire cost is 230 US dollars, and building work began on October 31, 2019.

- **Construction of breakwater**

In addition to operating the current port facilities, the operator must develop new terminals and port infrastructure along the shoreline of Gwadar East Bay. However, according to the Concession Agreement, the Gwadar Port Authority is responsible for the building of breakwaters and dredging operations, on the eastern side of the island, for the development of berthing facilities. Its total cost is US\$ 123 million.

- **Development of free zone**

In the industrial sites of Gwadar, the following areas have been designated as free zones and export processing zones. Land has previously been set aside/acquired for this purpose, the Gwadar port free zone: 2,280 acres, GIEDA industrial zone: 3,000 acres and EPZA export processing zone: 1,000 acres

Access roads, internal roads, water, gas, power, customs facilities, fencing, security, some warehouses, office and other related infrastructure, and other infrastructure are all needed to establish these industrial zones. This project will cost 32 million dollars in total.

- **Pak-china friendship Hospital**

The Phase-II of a 50-bed hospital built under the GDA Business Plan is proposed for implementation in this project (Federal PSDP). On 68 acres of land, the hospital will be built. One of the six medical blocks (each with 50 beds) has been built, as well as about 20% of the residential blocks. The planned project would include the remaining medical blocks, nursing and paramedical institutes, medical college, and a central laboratory. The project's cost is \$100 million, and it was officially launched on December 16, 2019.

- **Pak-china technical and vocational institute at Gwadar**

The people of Gwadar are the most important/fundamental stakeholders in the Gwadar Port City. Their involvement in the deep-sea port's operation and management, as well as in industrial and commercial companies and urbanization processes, is critical to any long-term development plans. This initiative aims to mould and improve the abilities of Gwadar's active people so that they can contribute to the city's progress. It will set you back ten million dollars. The groundbreaking ceremony took place on December 16th, 2019.

- **Gwadar smart port city master plan**

The Gwadar smart port city master plan has a planned area of 1,193 km² and is located in Gwadar. The Persian Gulf and the Arabian Sea are connected through Gwadar. The Economic Corridor begins in the city. The MoU was signed in November 2015, the LOE in August 2015, and the Chinese Fourth Harbour Design Institute was nominated for the Gwadar Smart City Plan Contract, which was signed in May 2017 and completed and authorized at the 9th JCC on November 5, 2019.

- **Dredging of Berthing areas and channels**

The operator of the current port facilities must conduct out extension activities all along the Gwadar East Bay coastline, including the construction of additional terminals and port infrastructure. However, the Gwadar Port Authority is responsible for the building of breakwaters and dredging operations under the Concession Agreement. We are building container terminals on the western and northern coasts. The total cost is US\$ 27 million.

4.17 CPEC: Importance for Gilgit-Baltistan

Gilgit-Baltistan is situated between the Karakorum Mountains and the Himalayas, at the intersection of the north-south emigration route and the east-west civilization corridor. The Karakorum highway, which connects China to the rest of the world via CPEC programme, is named after Gilgit-Baltistan. Since the Karakorum highway is the only land road connecting China to the rest of the world, its 600 km is the backbone of this megaproject. Gilgit-Baltistan is an important part of which runs from Gilgit-Baltistan to Gwadar Port. Hunza, as a district of Gilgit-Baltistan, is the CPEC's key entry point.

According to the Information department Gilgit-Baltistan (GB) on Monday 12 July 2021 Mr., Khalid Khurshid, the Chief Minister of Gilgit-Baltistan, attended a high-level meeting on CPEC projects, Assad Umar, the Federal Minister for Planning, and Asim Saleem Bajwa, the Chairman of the CPEC Authority, were also present, Chief Minister of Gilgit-Baltistan Khalid Khurshid's attempts to make the Gilgit-Chitral portion of the CPEC Western Corridor a permanent fixture. The chief Minister participates in a high-level conference on CPEC projects. The Chitral-Chakdara project has been approved, and the Swat Motorway (M-1) will become part of the CPEC Western Corridor.

During the meeting, Chief Minister Gilgit-Baltistan Khalid Khurshid also addressed the reconfiguration of the Thakot to Raikot section road (280 km), the KIU 100 MW power project, the Phunder 80 MW power project, and other major power projects such as the Doiyan 500 MW power project in Gilgit-Baltistan.

4.18 CPEC's Energy Projects

Energy plays most significant role in any country's economic development, as well as a main factor in providing employment and improving the life of billions of people. The energy projects are the key focus of corridor which includes following are CPEC's projects, hydro, nuclear, wind, and coal-fired power plants.

4.18.1 Sahiwal Coal Power Project

The Sahiwal Coal Power Plant is a coal-fired power plant situated in Pakistan's Punjab province. Its initial produces the capability of 1320 MW. Its cost is 1600 million dollars to build, and it was completed in July 2017; it is now fully operational.²⁴

4.18.2 Port Qasim Coal Power Plant

The Seaport Qasim power station, which is 35, kilometers southeast of Karachi, Pakistan, generates 1320 MW of electricity at a cost of \$1980 million. The building was first built in 2014.

4.18.3 HUBCO Coal Power Plant

As part of the mage corridor, the China Power Hub Generation Company constructed the Hub Coal Power Project in Baluchistan. It has obtained 1320 MW, capacity this project officially began on August 15, 2019.

4.18.4 Thar Engro Coal Power Unit

The coal power plant in Thar, Sindh has also a port of Corridor. It has about two billion dollars cost to construct and generates 1320 megawatts. This project began in 2014 and ended in April 2019.

4.18.5 Quaid E Azam Solar plant

The Quaid solar plant was established in Punjab's Bahawalpur. It has costs of 1350 million dollars and generates 1000 megawatts of power. It began in 2015 and finished in 2019.

4.18.6 Dawood Wind project

This wind plant is located in the Sindh province and generates 50 megawatts of electricity at a cost of 125 million dollars. It is being built by the Chinese company Hydro China already provides electricity to Pakistan by August 2016.

4.18.7 UEP Wind Farm Project

The wind farm is situated in Jhimpir, Sindh's Thatta District, and the total capacity of this form 100MW. Its total cost of 125 million dollars. This project began in 2015 and completed in May 2017.

4.18.8 Sachal Wind Farm Project

The Sachal wind power project is another project which situated, Jhimpir Thatta District Sindh. It generates 100 megawatts of electricity and costs \$250 million to construct.

4.18.9 Karot Hydro Power Station

On the Jhelum River in Azad Kashmir, Karot hydro power station is construction, with a capacity of 720 MW and its totally cost 1420 million dollars. This project will be finished in 2021.

4.18.10 Kohala Hydel Project

This project is a 110 MW power plant on the Jhelum River that cost \$2397 million to construct. In 2022, it is expected to be completed.

4.18.11 Dimer Basha Dam

The Dimer Basha dam, which produces 4,500 MW and costs 442 billion Pakistani rupees, is located in the Gilgit-Baltistan. Two companies, China's Power Company and FWO, was began the construction on this projects on May 13, 2020. After 9 years, the project will finish,²⁵ after 9 years, the project will be completed, and bringing prosperity in country to water storage and electricity generation and the open date of dam is 2028.

4.18.12 Mohmand dam Hydropower project

The Mohmand Dam is being constructed on the Swat River in the province of KPK. The dam generates 800 megawatts of power while also storing water for agriculture. Dam building began in May 2020 and will be completed in November 2024 at a total cost of 340 billion dollars. The Dam Hydropower Project - 800 MW has been under construction. The total storage capacity is 1.2 MAF, with an annual energy production of 2,790 GWh.

The projects mentioned below are in the process of being reviewed or completed.

Rahim Yar Khan Power Plant, Matiari To Lahore Transmission Project, Gwadar Coal, LNG Oil Power Plants, Gaddani Power Project, Suki-Kinari Hydro Power, Azad Pattan Hydel Project, Western Energy Wind Power Point, Cacho Wind Power Project, Phander Hydro Power Station, Gilgit KIU Hydropower, Thar Oracle Power Plants, Thal Nova

Thar Coal Power Plants.

Since the start of the China Pakistan Economic Corridor (CPEC) project in 2013, the strategic and economic connections between Pakistan and China have been on the rise, with a greater emphasis on economic cooperation. The Economic Corridor is a key and pilot programme of the Belt and Road Initiative, as well as one of the most important venues for China-Pakistan cooperation. Through the building of modern transportation networks, various energy projects, and special economic zones, CPEC aims to swiftly modernize Pakistan's necessary infrastructure and enhance its economy. It also connects China's Xinjiang province and beyond to Pakistan's deep-sea ports of Gwadar and Karachi through overland routes.

CPEC is China's and Pakistan's most important political, economic, and social project under the BRI concept, since it is the largest and most extensive. Politically, it demonstrates the two nations' political resolve to pursue their strategic partnership of cooperation; economically, it demonstrates the two countries' readiness to work together. It's a project that will help the two countries develop together, and it's also a social project that aims to get people to work together for the good of our two countries.

The corridor project is an initiative that will benefit Pakistan for the rest of its existence. The project will provide jobs, road construction, and economic growth for the region. Many reforms have occurred in Pakistan as a result of the CPEC, including strategic, social, and economic improvements. Pakistan will benefit from the CPEC, which will offer stability, growth, and a promising future. The vital project is will also resolve Pakistan's energy crises.

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Chapter 5

Implications of CPEC on Pakistan and China

China-Pakistan economic corridor is the great development for the region. It provides the better way for the development of economic and strategic transmission in Pakistan.

The mega project of corridor was started in March 2013, when China took charge of Gwadar port, which had previously been managed by the Singapore port authority later in May 2013, when the Chinese premier visited Pakistan and formally suggested the corridor's creation. The two parties signed over a dozen deals. During Prime Minister Visited to China in November 2014,¹ the two countries signed an accord to build a 3000-kilometer road and rail route connecting Kashgar and Gwadar.

5.1 Economic Implication on Pakistan

Pakistan facing lot of problem nowadays due to their economic and strategic challenges this situation was demanded a plan to boost their economic power. The corridor will be helps full to improve economic and security issues. Gwadar port will become the major center for the trade and economy of Pakistan. The corridor will develop the backward areas of Baluchistan and Punjab region, as well as strengthen economic and trade relations between two friendly nations. Through the CPEC, china and Pakistan built the 3000 kilometer land road that will link to the Gwadar port to the direct connecting with the Kashgar Dry port and also linking with the shanghai sea port with the distance of 5200 KM that the route china used to export and imports for his goods. That's why it investment huge amount of money because its shorter and safe way, the corridor also help to control the energy crises of Pakistan because both country invested huge amount in this project. The immediate project, transportations infrastructure, highways, and energy problems are the key implication as a short term and education, health, agriculture, industrial, optical fiber, tourism, energy project,² energy project, energy sector, road and railways track Gwadar project, information technology, minerals and cultural.

Following are the main points that are focused on the economic corridor's growth of Pakistan's economy.

- Economic corridors help Pakistan's ailing economy by allowing it to export goods.
- The corridor opens up new industry and trading opportunities, as well as new roads.
- The corridor enhances the Political and geo political importance of Pakistan for all over the world.
- Pakistan and China will benefit from a new modern construction sea port as part of the CPEC.
- The China-Pakistan Economic Corridor serves as a trading link between land and sea.
- Because of stability, security, technological, and military growth, the corridor boosts the world's image and productivity.
- Because electricity serves as a foundation for nations, this corridor helps Pakistan to solve its energy crisis. It contained 11 thousand megawatts of electricity.
- Pakistan will exert leverage in South Asia, the Middle East, and Africa as a result of its economic and military ability.
- The Diamar Dam generates 45, 000 kilowatts of energy at a cost of 442 billion Pakistani rupees.
- The corridor is scheduled to provide almost a thousands of megawatts of electricity by the end of 2020, and the roads, Gwadar building, optical fiber network, hydel, coal, and power projects will be completed by 2022 and thousands of MW of power has been delivered to the national grid.
- Hydropower, domestic coal, wind energy, oil and gas,³ and solar power can all be fully produced and used boost self-sufficiency, as well as oil and gas exploration.
- In 2030, the CPEC Railways will have completed as well as the industrial zone.

- The project also includes the development of Gwadar city, the Gwadar international airport, and the Karachi Circular Railway.
- The establishment of a free zone in Gwadar, as well as the development of the Gwadar industrial sector and the Gwadar water supply project.
- Construction of a 300MW coal-fired power plant in Baluchistan's hub, as well as the China-Pakistan Friendship Hospital in Gwadar and the Gwadar Port Vocational and Technical School.
- Breakwater and dredging projects for the Gwadar port, as well as a social welfare project in Gwadar.
- The New construction of Gwadar international Airport and Gwadar free zone captive power plant of 30 MW, Gwadar smart port city master plan, East Bay expressway, Gwadar port and free zone, Gwadar hospital.
- Construction of the Gwadar port and the Makran Coastal Highway, as well as the modernization of the Karakorum highway and road upgrades in all Pakistani towns.
- The motorways connecting Havelian to Islamabad, Sukkur and Multan, and Ratto Dero from Gwadar. Construction of a six-lane highway between Karachi and Lahore.

The corridor's first plan, worth 44 million dollars,⁴ is a cross-border optical fiber cable through Khunjerab pass to Rawalpindi is linked by a cable. These projects span approximately 820 kilometers and include civil work on nine sites, equipment construction and commissioning in the equipment space, and microwave link backup.

According to the minutes of joint cooperation committee, held On 27 August 2013, at Islamabad – Pakistan, proposed the Railway links for the Economic corridor which established in future

- i. Havelian- Khunjerab Pass 682 km
- ii. Gwadar - Basima 623 km
- iii. Basima-Jacobabad 425 km

iv. Jacobabad – Havelian 959 km

According to the minutes of the 2nd meeting of joint energy working Group Beijing, 7 August 2014, Written by Saleem Safi in his Book Page No, (53) (CPEC: A New Political, Economic and strategic Game).

The priority is given to the power project with speedy construction period and quick benefits, the total 26 different energy project under construction different area of Pakistan which estimated produces 20 thousands MW electricity, these energy project based on the hydropower, coal, wind, and solar power. The Economic Corridor may also create an effect on the social life of the people of Pakistan by improving living conditions, providing jobs opportunities, promoting people-to-people interaction, promoting heritage and culture among them and will increase their income.

5.2 Economic Implication on China

This CPEC is China's dream project for exporting goods around the world through land and sea routes. It has developed industrial facilities in China's backward regions. China will have a quicker route to Middle East oil thanks to the corridor. China's economic base will migrate to emerging areas as a result of the corridor, Owing to excellent friendly relations with Pakistan; China connects the Indian Ocean directly through the corridor by using Pakistani territories, before the CPEC Chabahar is the only Iranian port that opens to the main side of the Indian Ocean, the Indian Ocean located in the south eastern side of the Iran. Due to the strategic reasons India established the close relations with Iran and investing a huge amount on this port to linking the other countries of this region because it will open gates for India to linking with Afghanistan, central Asia, Turkey and Eastern Europe. Chabahar port in Iran is the equal of Gwadar port. A \$34 billion trade agreement was signed between Iran and India in November 2017.⁸ China is growing its exports by shipping coal and other items to Pakistan. The Bank of China opened its first branch in Pakistan,⁵ in Karachi, in November 2017. In the course of the CPEC China build a small and big industries in Shanghai, the power plant of shanghai have the ability to produce 50 thousand MW electricity. In previously the Chinese government had invested heavily in a massive project to connect the rest of the world through the friendship country of Pakistan.

China has full faith in Pakistan as a result of his favors to China. The following are the specific ramifications of the economic corridor for China.

- An approximately 3000-kilometer land route connecting China's Kashgar and Pakistan's Gwadar port gives China access to the Arabian Sea, the Indian Ocean, and beyond.
- The corridor offers electricity supplies at a lower cost, in a shorter and safer manner. It cut off ten days off the journey and 1000 kilometers off the reach.
- Corridor will increases export to the south Asia, Middle East and African states and become the largest exporters in the region.
- China is increasing its diplomatic and economic interests in the Middle East, an area dominated by the United States. China has been the region's largest exporter.
- Gwadar port will be controlled by China for the next 40 years, and Gwadar will become a Chinese naval base in the future.
- Due to their strong ties with Iran,⁶ the Chinese are growing their presence in the Chabahar port via the Gwadar port.
- Chinese control in the Gwadar and Chabahar port is a threat for American and Indian interests in the region.
- The Implication of CPEC can help in addressing freedom movements in the obscurity created Xinjiang region, which is much closer to Gwadar than Shanghai.
- The Chinese government is building five economic zones in various parts of Xinxiang, bringing stability and development to the city.
- The corridor is becoming a balance of influence between the United States of America and China in the Arabian Sea and Gulf Regions.

5.3 Strategic Implication on China and Pakistan

Pakistan obtain a very important strategic location because it is situated at the cross road of south Asia Middle East, central Asia and Africa.

The implication of the CPEC will be an increase in security cooperation between Pakistan and China, which is the most essential aspect of this massive project in terms of ensuring the security of both countries in the battle against terrorism, extremism, and separatism. India is absolutely opposed to the project and is causing obstacles in many ways. India opposes peace and prosperity in Pakistan, as well as Beijing's economic dominance in the area. Imported commodities and tranquillity are two elements that contribute to stability in the corridor.

Alternatively, the strategic importance of an Arabian sea for both nations needed mutual security system because US presence in the region creating many threats due to strong influence and security relations with Gulf States. In order to complete the project,⁷ all nations must politically approach the concerned regional player and rationally address the risks to the project. CPEC will assist China in countering US influence in Asia and China has gained strength in the Middle East as a result of this initiative and the assistance of Pakistan

The strategic importance to maintain the CPEC to unsteady political government, poor administrative and institutional performances and terrorism is a big challenge for the both nations. If all hurdles will remove than Pakistan will become the hub of economy in the area and United States, India, and Israel can straight barrier in the process posing a challenge to China and Pakistan. In Pakistan, two major provinces, Khyber Pakhtunkhwa and Baluchistan, are involved in a variety of conflicts.

Baluchistan is the focal point of the corridor since Gwadar port is located there. Because of India's presence, there is political and military unrest in the country. The Baluchistan area is also significant due to its proximity to Iran and Afghanistan. Due to the presence of the American army in Afghanistan, as well as Iran and India's strength, there is unrest in both areas. India used its soil to increase terrorism in Baluchistan to damage the integrity of Pakistan and on the other hands creates insecurity for the project.

They are upset by the Pakistani government's inequitable resource allocation and merit-based system. There are a number of other conflicts, including the Baloch, the Taliban, and India's most important influence. Chinese residents and engineers are often kidnapped and murdered. As a result⁸ a big number of militants are creating an environment that is frightened of foreign businessmen. It has become a major difficulty for both Pakistan and China to deal with the icy conduct of the Baloch people, and neither country should participate into a large-scale economic initiative.

The other regional insecurity problem that both nations face is Gilgit-Baltistan, which is the CPEC's main entry point. The disputed Gilgit region has created hurdles to the corridor and India is playing a vital role to create conflict in the region, India claiming GB is their territory is refused by Pakistan also creating internal insurgency, kidnapping, after 1988, Gilgit-Baltistan is facing sectarian conflict between Shia and Sunni as well which is still there and creating issues for corridor .

The Indians are still sabotaging the corridor by using nationalists. The Gilgit-Baltistan Nationalist Parties (BNF) demands that Pakistan grant these area fundamental rights, but the Pakistani government claims that this is a disputed area. Due to the undefined rights of Gilgit-Baltistan, the mega project can be in danger to accomplish. Peoples of Gilgit-Baltistan are disappointed form the government of Pakistan due to the confused policy, thus CPEC facing multiple challenges in region. Indian influence, the Nationalist movement, unemployed people, rising unemployment rates, and the lack of an industrial zone for the CPEC are all factors that might derail the project. The situation in Khyber Pakhtunkhwa is a regional security risk for CPEC. There is conflict between two major provinces of Pakistan over the CPEC Punjab and KPK. The unfavorable situation has created a major issue between them which must be resolved before a crisis occurs, due to insurgency and extremism, the Khyber Pakhtunkhwa (KPK) has been Pakistan's most violent province in the last ten years. Thousands of people have been killed by the Taliban and its affiliates in bombing attacks in this region, the FATA region is the heartland of the Taliban.

KPK is the natural route of CPEC but Punjab wants to be part of the project. Due to Punjab originated government the decided route is transform which become the initial

reason of conflict between two provinces, KPK also facing undesirable war of terror for last 20 years and become the most dangerous place in the country. The tribal area of FATA becomes the hub of Tehrik-e- Taliban Pakistan, as well as home for afghan insurgent groups. This creates a huge security challenge for the future of CPEC and both countries are dealing this security issues. With wary both countries are wary. The Taliban groups are also playing a key role in sabotaging the road,⁹ as a result, stability must be prioritizing for Pakistan's long-term success. This initiative is also harmed by the lack of political and military coordination between provinces.

China and Pakistan needs serious measures to resolved issues like, terrorism and religius extremism to achieve for the successful implementation of CPEC. Pakistan's most important economic and strategic interests, including the enormous CPEC project, Iran, Iraq, Turkey, and Afghanistan, are garnering worldwide attention these days.

The current situation of Iran and Afghanistan is very important to the Americans; Pakistan has an important role to play in building up the negation between Taliban and the US government to resolve the problem. If the difficulties cannot be handled through discussion in the future, the CPEC would be endangered.

Iran has also played a significant role in the region; as oil producing nation and rival of US interest in the region. Pakistan emphasized on peaceful dialogues between then because any war between Iran and the US would be harmful for the project and the complete security is provided by interior ministry to 7,178 Chinese workers who work in 207 projects in Pakistan. 9,841 security personnel had been deployed for this purpose. Security measures conducted under the supervision of Pakistan army including civil armed force provincial police force, and private security companies.

5.4 Construction of Karakoram Highways and Motorways

The Pakistani segment of the Karakoram Highway (KKH) is being rebuilt and upgraded as part of the \$46 billion China Pakistan Economic Corridor. The KKH reconstruction, which connects the Gilgit-Baltistan area to the old Silk Road, stretches 1,300 kilometres

from Kashgar, China's Xinjiang province, to Abbottabad, Pakistan. At Hasan Abdal, Pakistan, an extension of the highway southwest of Abbottabad, known as the N-35, meets the Grand Trunk Road, N-5.

The KKH Phase-II (Havelian-Thakot) project is a 118-kilometer highway in Khyber Pakhtunkhwa, comprising 39 kilometres of expressway with a sub grade width of 24.7 metres and 79 kilometres of Class-II highway with a upgrade width of 12.3 metres. The journey time from Havelian to Thakot would be decreased from 4 to 1.5 hours after KKH-II is completed.

The Peshawar-Karachi Motorway, popularly known as the PKM project, runs from Karachi to Peshawar, passing via Lahore. The PKM is 392 kilometres long and 31.25 metres wide (Sukkur-Multan segment),¹⁰ after the completion of this roads and motorway, life in Pakistan will be lot easier, cheaper, and fatter. It saves time and money. It facilitates the delivery of commodities from Pakistan's interior cities.

5.5 Implications of CPEC on Gwadar Port

Gwadar port has a key role in the mega project. It provides the harbor to connect the Indian Ocean to Chabahar port and straits of Hormuz, Oman, UEA, Saudi Arabian Qatar and Iraq.

According to the minutes of the 6th Joint cooperation committee meeting on economic corridor which is held in Beijing on 29th December 2016, in China, the implications on Gwadar,

- The Gwadar power plant, which generates 300 MW from coal.
- Gwadar water supply project.
- Gwadar smart port city master plan.
- New Gwadar international airport.
- East Bay Expressway

- Gwadar port and free zone industrial area in Gwadar city.
- Social sector development
- Faqeer Colony Gwadar and China-Pakistan friendship school
- Projects in Gwadar related to livestock and dairy, such as upgrading the fishing and boat-building industries,¹¹ establishing a shipyard, and establishing cold storage facilities.
- Through the project in Gwadar, which building 100 beds hospital.
- China-Pakistan Vocational and technical institute, Gwadar port.
- Gwadar cricket ground, which bringing in to international level ground.

This project is critical to Gwadar's social, economic, and infrastructural growth. Because Gwadar is a key CPEC sector, scientific planning based on top-level design will help Gwadar become a benchmark city in CPEC projects. The project will aid in the long-term growth of Gwadar, as well as Pakistan as a whole. The project will serve as a blueprint for Gwadar's building and growth. The vital arrangement project will contribute to Gwadar's economic growth by promoting district economic development and transforming Gwadar into a thriving city. Gwadar's potential growth power, development strategies, practical industrial plans, improving the business climate, foreign investments and group industries, and providing possibilities for Gwadar's economic development are all on the table. The project will connect the sea port with industries in order to create a collaborative city development and, as a result, accomplish the overall growth of the development area.

5.6 Optical Fiber Cross-Border Cable Project between China and Pakistan

The China-Pakistan cross-border optical fibre cable project, worth USD 44 million, is a prioritized/early harvest project within the China-Pakistan Economic Corridor (CPEC). The project will be implemented by Huawei Technologies Co., Ltd. For this project, the Chinese government has agreed to supply Pakistan with a USD 44 million concessional

loan. It connects Rawalpindi with Khunjerab. It involves 820 km of cable laying, civil construction at nine locations, equipment installation and commissioning in the equipment room, and microwave link backup. The working environment is difficult, especially given the height of 4500 metres near the Chinese-Pakistan border.

According to the official website of the Chinese Embassy in Pakistan on 1st December 2018

This optical fibre project will provide opportunities for local people in both countries.

- Locals have gained employment as a result of this initiative. At its busiest, the construction site is visited by 580 persons each day.
- Once finished, the project will provide the groundwork for the two nations' digital information superhighway and enhance the e-commerce environment, among other things.
- Only the undersea optical fibre cable in Karachi serves as Pakistan's major international gateway optical fibre exit. Pakistan will get another international gateway outlet through the China-Pakistan cable, which would speed up internet browsing for Pakistanis, particularly on Chinese and East Asian websites,¹² these projects are critical in bringing revolution to current technology, which is making things easier, cheaper, and faster.

Although having two-thirds of the world's population, South Asia is considered one of the world's least connected regions. One of the primary reasons for this is the high percentage of unemployment caused by lack of access to markets and other business possibilities. The corridor will allow South Asia to gain access to previously inaccessible markets and larger funding, resulting in industrial development and growth in Pakistan's and China's underdeveloped regions. It will create a large number of work possibilities for individuals who are qualified for them. Despite the fact that the corridor is thought to be a game-changer for the whole region, there is a lack of consensus on course selection, stakeholder coordination, economic zone allocation, and other development initiatives, even though the CPEC's many advantages. In both China and Pakistan, CPEC looks to be a crucial purpose. It provides a safe alternative to importing oil and gas, as well as new markets for China. It aids Pakistan's efforts to counterbalance Indian regional dominance.

The Economic Corridor is a network of energy and infrastructure projects that link China's western Uighur Autonomous Region of Xinjiang with Pakistan's Baluchistan region on the Arabian Sea coast. The China-Pakistan Economic Corridor (CPEC) has many implications on Pakistan, including economic growth, the alleviation of energy shortages, the construction of dams to store water, transportation networks, and a zone linking Pakistan's provinces. Agriculture, industrialization, financial development, commerce, socio-economic development (health, education), poverty reduction, tourism industry, linking people between Pakistan and China, water, improved security and stability in the country, peace and development in the region, rising people's living standards, education and cultural exchange.

The United States' and its allies' influence in South Asia, particularly Pakistan, is quickly dwindling as a result of the corridor's implications, because China is committed to the CPEC and continues to help Pakistan on all fronts.

Pakistan has also realised that diplomacy has taken on a new dimension. Mutual benefit and non-interference enable a state's economic and strategic strength to flourish. This initiative shifted regional power dynamics and created a new global block. China, Russia, Iran, and Pakistan are examples of these countries.

Both countries need to be focused on security issues and make efforts to maintain the peace in the region. The China-Pakistan economic corridor will bring economics, social, cultural and strategic development. The corridor, will promoting peace, prosperity and stability in Pakistan, balancing the regional economically and strategically development in the region, the success of the corridor will guaranteed the bright future of Pakistan and china.

Because of economic transformative and operations in many places surrounding the corridor, the economic and strategic implications of CPEC are accelerating. CPEC investments began in the power and energy sector in 2015 and have since expanded into a variety of industries. The China Pakistan Economic Corridor has boosted socio-economic activity all along its periphery, from local to national to regional levels. At first, it looked that China had a need for a faster focus on warm waters and South Asian markets. Many additional stakeholders have gradually begun to reap the venture's raw socioeconomic and, in some cases, political advantages.

It's a meandering that CPEC will not only be profitable for both Pakistan and China but also for the neighboring countries in the region who shall harvest socio-cultural and political benefits from this economic-political-bound vital project.

A Research study conducted in Karachi, a representative sample of male and female students from the University of Karachi, Federal Urdu University, NED University, and S. M Law College were asked, "How important do you think the China Pakistan Economic Corridor is for Pakistan's development, overcoming the energy crisis, reducing unemployment, and the implications in Pakistan?"

Dominant majority people of Pakistani agree due to the China-Pakistan economic corridor in Pakistan development in Pakistan economy, overcome energy crisis and benefit project for the people of Pakistan and china.

- China Pakistan Economic Corridor, 70% Pakistanis believe that China-Pakistan economic corridor is important for Pakistan's development, Overcome Energy Crisis, reduces of Unemployment, china influence in Pakistan, South Asia, Center Asia and Middle East.
- 10% Pakistani don't believe that china-Pakistan economic corridor can't bring development and overcome energy crisis in Pakistan.
- 15% peoples believe that it may be development and overcome energy crisis in Pakistan
- 5% did not know all.

China-Pakistan Economic Corridor Successfulness in eyes of Pakistanis



5.7 Overview

The China-Pakistan Economic Corridor is a watershed moment in Pakistan's history. It is the greatest investment Pakistan has received since independence, and China's largest investment in any country. The project is seen as critical to Pakistan's economic, social and strategic development. The Pakistani media and government have referred to the CPEC investments as a game and fate changer for the region, and both China and Pakistan hope that the enormous investment plan would convert Pakistan into a regional economic powerhouse and strengthen the two nations' already strong ties.

The corridor is significant for Pakistan's trade and industry, terrorism, social development, overcoming the energy crisis, and as a benefit project for the people of Pakistan and China, as well as the advancement of both countries' futures.

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Conclusion

Pakistan serves as a crossroads for countries in the Middle East and Central Asia, and it is important in politics, economics, and trade. Kabul, Tehran, New Delhi, Beijing the Arabian Sea, and Central Asian states are all connected by this path. It's strategically and geographically significant due to its location and its worth.

The Sino-Pak ties are based on confidence, economic and political cooperation, and both countries share common destiny that promises growth and development for the past 72 years. Moreover, the two countries already have strong diplomatic, commercial, and strategic relations. The corridor is deemed as a massive project aimed at boosting economic growth and cooperation between the two countries. Trade, security, maritime cooperation, prospects in the technology industry and artificial intelligence, culture, and tourism, and Post-Covid-19 cooperation are all examples of bilateral relations between the two countries. Islamabad and Beijing are to promote a better understanding of Pakistan-China relations to establish links with Chinese think tanks and encourage people-to-people interaction of both nations.

Pakistan and China are separated by a 595-kilometer border that goes across the Himalayan and Karakorum mountain ranges. The only geographical link between the two nations is the historic Silk Route (Karakorum Highway). Relations between Pakistan and China extend back to 1949, when Mao Tse Tung gained China's independence as a communist state and Pakistan accepted it without complaint.

After a few years, at the Bandung Conference in 1955, Chinese Prime Minister Chou En Lai and his Pakistani counterpart Muhammad Ali Bogra addressed issues of common interest and set the groundwork for the two big nations' relations. Following that, this bond became stronger with each passing year, eventually becoming legendary across the world. Pakistani Prime Minister Husain Shaheed Suhrawardy paid a visit to China in May 1956, and Chinese Premier Chou En Lai paid a reciprocal visit seven months later, the people of two countries became closer as a result of these trips. During the ten-year tenure of General Ayub Khan, from 1958 to 1968, relations between the two countries were enhanced further because he placed a high value on China. New Delhi received a

considerable amount of military weaponry from France. Pakistan and China both objected to the military aid. Both countries signed a general trade agreement in 1963, which was followed in 1965 by a cultural pact,¹ the full-scale Indo-Pak War broke out in September 1965, with China providing full military, economic, and spiritual backing to Islamabad. The people of Pakistan were moved by this nice gesture. China was admitted to the United Nations five years later, in October 1971, with Pakistan's unwavering backing. However, when India engaged militarily in East Pakistan in December 1971, China was unable to assist.

Zulfiqar Ali Bhutto was elected President of Pakistan after the 1971 Indo-Pak War. In 1971, 1974, and 1976, he visited China and met with Chinese officials to share ideas. In 1978, 1979, and 1981, Chinese vice Premier Keng Pao, Chinese Prime Minister LI Shen Lane, and Chinese Prime Minister Zhau Xiang conducted state visits to Pakistan. Mrs. Benazir Bhutto returned to Beijing in 1989 and 1993 after a few years in exile. In 1992 and 1998, Mian Nawaz Sharif visited China as well. These trips aided in the strengthening of the two countries' ties.

They collaborated in several projects of defense, trade, security, development, and energy sectors. Since 1960, china has been the most significant supplier of military goods to Pakistan. Their relations are strong after the first treaty of friendship in 1956 and they settled their boundary issues.

The friendship between China and Pakistan is as strong as a mountain, as deep as the Pacific Ocean, and as sweet as honey. Both countries concluded their first treaty of friendships in 1956, with the Pakistani Prime Minister and the Chinese Premier signing it in Beijing. Since then, economic, trade between nations has increased at a rapid rate, and it is now a free trade zone.

They worked together on a variety of projects in the areas of defense, commerce, stability, production, and energy. China has been Pakistan's primary provider of military hardware since the 1960s. The friendship treaty signed on April 5, 2005, by Pakistani Prime Minister Shaukat Aziz and Chinese Premier Wan Jiabao, increased cooperation and strengthened

friendly relations between the two countries. Pakistan's government and people have greeted Chinese Premier Wen Jiabao with open arms.

On the 50th anniversary of China, excellent ties were commemorated in 2001 by both countries. In May 2001, Chinese Prime Minister Zhou Rongji visited Pakistan to mark the 50th anniversary of the bilateral relationship. On the occasion of the 60th anniversary of bilateral ties, Sino-Pak celebrated Pak-China Friendship Year in 2011. On May 11, 2011, the two sides officially and the general public sent messages to each other, indicating significant progress in the areas of the economy, commerce, oil, defense, culture, sport, and educational advancement.

Six corridors offer shorter routes to oil and gas than the route to China, as well as exporting products to all continents. CPEC, for example, is a one-way project that linked China to the Indian Ocean and created 3000 kilometers of a simple and short road, rail, and oil and gas pipeline.

The 12500 km of shipping roads will be cut as a result of this connectivity. The China-Pakistan Economic Corridor (CPEC) is a big project completed by both countries. For both Chinese and Pakistani leaders, the creation of the CPEC is crucial. The China-Pakistan Economic Corridor (CPEC) is a set of agreements that connect the deep port city of Gwadar on the Arabian Sea with China's city of Kashgar through a network of ports, roads, railways, and pipelines. China planned to use this initiative to turn its backward area by constructing a variety of energy plants focused on nuclear, coal, solar, and hydropower.

The corridor has many drawbacks for the USA, for; intense it will break its stranglehold on the string of superpower status in the Middle East region. The Corridor would make bend both countries pursuing economic development to seeking towards China, denying America its promised trade profits. The CPEC would reduce American political clout around the world.

China has reservations about the disputed status of Gilgit-Baltistan, and Pakistan has attempted to modify the status of the region several times but has been unable to do so owing to international pressure. Because of this mistrust, Pakistan has refused to accept

Chinese cash at the Gwadar port for any form of transaction, which has been seen unfavorably by the Chinese. Furthermore, all security personnel working on the project route and projects would be from Pakistan. Imran Khan's new government has gone back over all of the previous government's choices, which has angered China. As an alternative, China is now seeking to strengthen ties with Iran

The security and political situation in Pakistan is a significant challenge for both countries in dealing with terrorist and nationalist organizations operating in various parts of the country. Undefined and class-based societies pose a risk to the project. Between Pakistan and China, India has no good relations. In Baluchistan and Gilgit, I have also created security and political issues.

The United States, India, and other allies do not want China to have control of the Gwadar port for any length of time, since this would pose a security and political risk. The goal of this project isn't just to trade with the rest of the globe; it's also to maintain geopolitical influence in the region.

According to Adam Pal (*Progress or Plunder*), the coal power plant is the most damaging for the environment and people's health since it causes dices and other issues. The project's funding is contingent on a loan with a 6% interest rate payable to the Pakistani government by the Chinese. The Chinese government has established its own businesses, such as medicine, dried fruits, and other businesses that are degenerate from Pakistan's native businesses.

According to the website of the Chinese embassy in Pakistan,, Pakistan will only pay back China \$ 6.017 billion (\$5.874 billion in Category I and \$ 0.143 billion in Category III) plus interest. China and Pakistan are debating how to utilize a Chinese donation to fund new projects such as a new international airport in Gwadar, a vocational training centre in Gwadar, and a friendship hospital in Gwadar, among other things. The financial information will be disclosed once it is ready.

Chinese construction of various Chinese cities for the people of China, which may be used to address concerns in various regions of Pakistan, such as religious concerns, cultural

concerns, and environmental concerns, which are causing uncertainty in Pakistan. The decrease of route, which was only 3000 kilometers long before the project, and the delivery of oil and gas through Strait of Malacca, which is 9912 miles long, is the two most important benefits for China from CPEC. Pakistan's power generating system is posing a threat to the Middle East since Pakistan imports coal from China and from Middle Eastern countries.² As a result of this initiative, prices in both nations have increased.

The Nationalist and sub-nationalist organizations and parties are also objecting to CPEC's routes, believing that the federal government is failing to address the project's significant concerns. The instability of Pakistan's political structure, as well as political turmoil, is a major impediment to implementation. The economic aspect is mentioned by nationalist organizations. Sectarian unrest and violence have been a cause of concern for Chinese since 2001, when half of Pakistan's major towns and districts have been subjected to sectarian assaults. Laskar-e-Jhangvi and Sipah Muhammad are two major banned organizations in Pakistan that might pose a threat to several CPEC projects. Pakistan has faced several dangers and difficulties since its inception, but the security landscape has changed dramatically after the 9/11 terrorist attacks. Separatist movements, extremism and terrorism, sectarian violence, political and economic instability, feudalism and its rivalries have all arisen as new security concerns and problems, both conventional and nontraditional.

Baluchistan's complicated security environment is a key security issue for the CPEC's execution. Baluchistan's militancy and unrest are also a major security issue for the CPEC. Baluchistan is suffering from a severe lack of irrigation and potable water, and 70% of the population lives in poverty. Various religious extremist groups are also presenting a threat to the CPEC's development. Pakistan's Tehreek-e-Taliban is the world's largest and deadliest religious extremist organization, active on Pakistan's western border. The Taliban say that the organization is the only one who represents them,³ Beijing will be able to access the Arabian Sea, Indian Ocean, Red Sea, and the Mediterranean Sea as a result of the project, while before the CPEC, China trade was only possible via the South China Sea, which is the longest sea route and takes several days to reach China. Due to the project, China developed areas in western China and this road will bring a good change in areas.

Xinjiang is China's largest province with a population of less than 25 million people and a GDP around half that of Pakistan. China's only Central Asian border, extending over 1,000 miles between Kazakhstan and Kyrgyzstan, 700 miles between Kyrgyzstan and Tajikistan, and 280 miles between China and Tajikistan, lies in Xinjiang. Xinjiang is also intimately tied to Central Asia by ancient, traditional, religious, and cultural ties. It's also connecting the land border with the center Asian countries. Agriculture, cattle, sheep, farming, wool production, and mining are all examples of industries. Oil, natural gas, and coal have all played a part in the economy of Xinjiang in recent years, as have industry and services. The bulk of Xinjiang's \$19 billion exports, which travel to Kazakhstan, Kyrgyzstan, Tajikistan, and the United States, are textiles, clothes, shoes and electromechanical products. CPEC will provide China with a significantly more cost-effective and safe transit channel between Xinjiang and the Middle East and Africa than it now has, to turn this transportation corridor into a commercial one.

The threat to security in the year of 2009 conflict in Urumqi between ethnic Uighur and Han Chinese, which claimed over 200 lives, may have been China's deadliest ethnic violence in decades. China's worry about the Uighur ethnic independence movement in Xinjiang has prompted Beijing to accelerate development in the country's biggest and least developed region. China's goals in Xinjiang economic growth and long-term stability are projected to result in a particular area which rises of Chinese presence in Central Asia. Both countries must focus on two main security issues as a because of the CPEC's massive logistical, development, authoritarian, and labour force challenges. Insurgent activity in Baluchistan, the country's largest southwestern province, where Gwadar is located, is the first, while the Taliban and its allies' ongoing presence in the country's northwest is the second threats.

The United States of America, Israel, Saudi Arabia, and its allies are facing threats as a result of China's growing presence. The world's deepest port aids China's stronghold in the Arabian and Indian oceans, where China and the US are demonstrating their military and economic might.

Israel is an important factor in the Middle East after UAE and Israel Relations, CPEC would snare Israel's Middle East partners, such as Arab nations. The Middle East scenario

is a tug of war between two world powers, the United States and China. If China succeeds in taking hostage Israeli allies, Israel's importance will be diminished in the eyes of the United States, posing a larger danger to Israel's existence.

Saudi Arabia has fewer drawbacks than other Arab countries. It will provide more benefits to Saudi Arabians. If Saudi Arabia joins CPEC, it will forfeit its American security assurance, as well as pledged oil trade benefits from US allies India. Since India has a large population, Saudi Arabia believes it will gain more from the Indian demand by selling oil to them.

Due to the supremacy of the United States, India, and Israel in the Middle East, China has faced security challenges in the Arabian Sea and the Indian Ocean. One major disadvantage for China is that it will have a permanent adversary in the United States, which would be more dangerous to China than other countries such as Russia.

The political risks that may arise in the future, as well as the factors that may influence them Kashmir disputes are generating tensions in the region, as are wars between India and Pakistan and India and China. As a result of foreign intervention, Pakistan's neighbors have wrecked havoc on the country. The major cause is a lack of collaboration amongst Pakistan's political parties, as well as issues raised by the Balchi nationalist party.

Safety Risk has happened in many areas of Pakistan, based on ground realities, environmental effect, Extrism in the area, and other factors, an attempt by a non-governmental organization to get involved. Different populations entering in Pakistan cause health difficulties, resulting in issues such as covid-19, environmental concerns due to big cars, and land management for the locals.

Religious Threats, Because Pakistan is a Muslim nation and China is not, there may be religious dangers in the future that will have an impact on the city, social transformation, and economic.

Inter-sectarian violence, tens of millions of Chinese people living in Islamic countries, theological and political disputes, and non-Islamic ideologies influencing Islam, cultural

and linguistic dangers Influences from other languages, such as Chinese and English; Sexual problems; cultural influences, such as European and Chinese.

After the withdrawal of the United States and its allies from Afghanistan, both countries' security is at risk, as the Taliban and its ideology will be strong in the territory of Pakistan, and India is a major source of financing for terrorist groups. If Afghanistan is able to control the Taliban and their affiliates, as well as their role in Afghanistan, the internal conflict in Afghanistan will be prolonged due to other groups' refusal to accept the Taliban's ideology of enslaving women in public parks, bazaars, schools, colleges, and universities, as well as other office work.

According to the VOA and ARY News, On 14 July 2021, According to authorities, a bus transporting Chinese and Pakistani construction workers on a smooth mountainous route in northwest Pakistan crashed into a ravine, killing at least 13 people, including nine Chinese nationals.

In the aftermath of the Chinese Bus Incident, Chinese Ambassador Nong Rong pays a visit to Kohistan. When a bus crashed into a ravine owing to an explosion in Upper Kohistan on Wednesday, thirteen passengers were murdered, including nine Chinese nationals, and 28 others were injured. The ambassador paid a visit to Bursin Camp, where he spoke with Chinese commanders and laborers. He offered his condolences for the incident. He stated that the Dasu Dam building work should be maintained in the same spirit in order for the project to be finished on schedule.

According to the Reuters on 16 July 2021, State media reported on Friday that Chinese Premier Li Keqiang asked his Pakistani counterpart Imran Khan to bring those responsible for a "terrorist attack" on a bus carrying Chinese employees accountable.

According to a statement released by Prime Leader Imran Khan's office, the prime minister informed his counterpart that his administration will investigate the incident to the best of its ability. A hostile force has been detected, and it will go to any length to protect itself.

The future of Afghanistan is also impact on the corridor, as confined, national, and international endeavors to establish peace come to a new chapter, and foreign forces leave Afghanistan, it's essential to understand Afghan women's and men's opinions and concerns on crucial issues including human rights, security and the economy. After 11 September 2021, the US will throw away its support for the Afghan government, while the Taliban would control the remaining 80 percent of the country. However, President Ashraf Ghani is concerned at the moment since the Taliban claim control of the majority of the country's districts.

The most crucial component in a successful economic corridor is a peaceful and stable Afghanistan. The economic corridor will connect Afghanistan, Iran, and Central Asian nations in the future via land routes, making it easier and less expensive for all countries.

China aims to shift the factories from the industrialized to the developing region of own area, China wants to develop its backward regions. The CPEC will be the shorter and cheaper route for China to reach the Middle East because 60 percent of China's oil comes from the Gulf by ship traveling over 16,000 kilometers in 45-50 days. It provides cost-effective, shorter, and safer access to energy sources and cuts the time to 10 days and 5,000 km distance.

Mutual trust, respect, and goodwill define the bilateral relationship between the two adjacent nations. Between the two nations, there is a frequent exchange of high-level visits. Over the last few decades, Pakistan and China have developed a strategic partnership. China is Pakistan's most important trade partner and investor, particularly in the infrastructure and energy sectors. The two nations' bilateral trade was US\$ 18 billion in 2018. The bilateral relationship has been taken to a new level with the formal opening of the Economic Corridor. The project is a key component of Chinese President Xi Jinping's OBOR plan. Its goal is to improve Pakistani-Chinese connection and infrastructure. CPEC is implementing a number of projects aimed at improving infrastructure and generating energy. Contacts between persons are an important part of the bilateral connection.

CPEC will have significant ramifications for both Pakistan's stability and China's economic growth goals. As a project in its early phases, numerous aspects must be considered in

order to develop a comprehensive appraisal of what may be expected from CPEC. Although the fact that Pakistan's internal security situation is improving, the CPEC's implementation may be vulnerable. The Corridor is seen as a symbol of Pakistan's cooperative relationship with China, and its successful execution is a national priority. Because it is part of the OBOR strategy, CPEC looks to offer a lot of potential for improving regional connectivity on the surface. Under the CPEC and comparable corridors advocated by China, greater trade, ideas and people interchange are all possibilities.

Pakistan-china celebrate our ancient ties, on April 2021 to pay tribute to expert leaders for their contributions to solidifying this unique relationship, and assurance to renew our resolve to build on the achievements of the last 70 years on the occasion of the 70th anniversary of the establishment of Pakistan-China diplomatic relations.

CPEC is China's and Pakistan's most important political, economic, and social project under the BRI concept, since it is the largest and most extensive. Politically, it is a sign of the two nations' political resolve to further their strategic relationship; economically, it is a project that will benefit both countries; and socially, it is a project that will benefit both countries. CPEC has completed 11 projects in the last five years. There are 11 projects currently in the works. The top 22 projects have a total investment of about 18.9 billion USD. There are a total of 20 projects in the works.

According to Embassy of the People's Republic of China in the Islamic Republic of Pakistan,

According to a Deloitte report published in 2017, CPEC would generate 700,000 employments in Pakistan between 2015 and 2030. According to a recent research conducted by the CPEC Centre of Excellence at Pakistan's Ministry of Planning, Development,⁴ and Reform, CPEC may help create 1.2 million employments under its current plan.

The establishment's political and economic aims in Pakistan aligned with the geostrategic, economic, and national interests of the Chinese government. After that, CPEC was let go. As a source of administrative strength, Islamabad looked to the CPEC.

The China Pakistan Economic Corridor's economic-political and strategic dynamics suggest that the China-Pakistan Interaction under this mega venture would undoubtedly have a massive influence on Pakistani society. China and Pakistan are socially distinct individuals. There would undoubtedly be less problems and challenges if it were up to the building and infrastructural development component.

It has aided China in developing Gwadar as a buffer port to connect the two ends of the Indian Ocean from a strategic standpoint. CPEC is expected to become the lifeline of Chinese business in South Asia, the Indian Ocean, Arabia, and Africa as a result of all of these developments. China's economic gain is far greater. They will undoubtedly stay out of domestic politics and refrain from interfering with the people's and governments socio-political freedoms.

There is no other connection that compares to the 70-year friendship between China and Pakistan. We're getting stronger, and this will be a connection that the rest of the world will admire and admire, and that no one will be able to sabotage in any manner. Pakistani-Chinese friendship will carry on for a long time. China and Pakistan have long collaborated to advance regional and international peace, growth, and prosperity. The strategic connection is intended to foster collaboration both within the neighborhoods and with international partners.

As a result, the China-Pakistan Economic Corridor (CPEC) is an once-in-a-lifetime possibility for Pakistan, China, Central Asian nations, and Middle Eastern countries and no group can afford to lose it. This initiative has the potential to improve Pakistan's commercial, strategic, and national integration, but it must share the rights of all provinces, including Kashmir and Gilgit-Baltistan, equally. Kashmir and Gilgit-Baltistan are two of the most troubled areas in Pakistan.

This corridor will benefit all of Pakistan's provinces and regions, transforming Pakistan into a regional trade and investment power house. It will allow China to build a more efficient and cost-effective commerce and investment route between Asia's south, central, and west coasts, as well as the Middle East and Africa. This corridor will be remembered as a symbol of peace and prosperity.

The 70-years friendship between the two countries shows that this bond will be nurtured and strengthened in the future. Both nations want their friendship to shine brightly like a moon, bringing the darkness to an end.

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Conclusions

Gilgit-Baltistan is situated in the nexus of potential economic transformation and the China-Pakistan Economic Corridor (CPEC). Infrastructure, commerce, and investment opportunities along the corridor present an opportunity to support regional growth. The trek is not without difficulties, though. It will be crucial to strike a balance between economic development, cultural preservation, and environmental sustainability. As the area navigates the benefits and complications posed by CPEC, it is imperative to protect Gilgit-Baltistan's distinctive identity and stunning scenery. Gilgit-Baltistan has the capacity to create a bright and sustainable future within the CPEC framework via careful planning, inclusive policies, and a dedication to its people and heritage.

The mega project has a vital role in the development of Pakistan and also fruitful for Gilgit-Baltistan. The development of mage project depends on the special economic zones (Industries) that will bring peace and prosperity and economic stability in Gilgit-Baltistan. In the twenty-first century, the period of globalization, the world is turned into a global village, with everyone easing to comprehend and interact with one another. The Moqpondass special economic zone will play a critical position in the region.

The optical fiber will revolutionize the communication system in Gilgit-Baltistan. It is simple to communicate with the rest of the world via optical fiber, allowing the local rich cultural and tourism industry to be showcased to the rest of the globe. Since a railway track would be built from China to Gilgit and then all the way to Gwadar port, it may be conceivable for train service to start operating between China and Pakistan in the future. This would be extremely important for the GB region. The projects including minerals, fruits, water purification, and other projects will all employ current technology within the special economic zone. For the four provinces of Pakistan as well as the areas of Gilgit-Baltistan and Azad Kashmir, the China-Pakistan Economic Corridor (CPEC) is revolutionary. Through transportation, industry, power generation (electricity), commerce promotion, and tourism, it will emerge as the primary route connecting the two states. For

the Middle East, South Asia, and Central Asia, CPEC will be just as significant. In various regions of Pakistan, nine economic special zones will be constructed as part of the CPEC.

Moqpondass is the location of the first economic zones that will be constructed between Skardu City and Gilgit. The creation of this special economic zone will be essential to the region of Gilgit-Baltitan's economic development. Because there are now no existing enterprises in the GB region, the economic zone will present excellent potential for the local population. Opportunities to improve both strategic and economic development will be presented by this special economic zone. The territory that connects China and Pakistan is called Gilgit-Baltistan. The Karakorum Highway, which begins at Khunjerab Pass, the CPEC's entrance, links the two countries. The effectiveness of infrastructure projects, the ability to draw in investments, the promotion of sustainable development practices, and the attention paid to social and environmental issues are just a few of the variables that will determine how the Magpoondas Special Economic Zones will affect Gilgit-Baltitan's future economic prospects. Ensuring the long-term viability and beneficial effects of economic initiatives like SEZs under the CPEC in the region requires a thorough and balanced approach that addresses potential obstacles and involves the local community.

In the context of the China-Pakistan Economic Corridor (CPEC), a number of variables will determine how the Magpoondas Special Economic Zones affect Gilgit-Baltitan's potential for future economic growth. To guarantee successful results, community involvement, regional integration, sustainable development strategies, and successful execution are essential. The establishment of these special economic zones will require a well-rounded strategy that leverages advantages while addressing obstacles in order to support Gilgit-Baltitan's long-term economic growth and prosperity. Gilgit-Baltistan could experience good economic transformation as a result of the China-Pakistan Economic Corridor, but careful planning, sustainable practices, and inclusive policies are necessary to maximize the advantages while minimizing the obstacles. As CPEC development moves forward, the region's distinctive cultural and environmental characteristics should be acknowledged and preserved. The prosperity of Gilgit-Baltitan's Magpoondas Special Economic Zones depends on a number of variables, such as efficient administration,

sustainable development strategies, community involvement, and regional cooperation. Realizing these elements can help the area's economy grow and strengthen its position within the larger framework of the China-Pakistan Economic Corridor.

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Treaty of Friendship, 1956



Pakistani Prime Minister Husain Shaheed Suhrawardy and Chinese Premier Zhou Enlai signing the Treaty of Friendship between China and Pakistan in Beijing in 1956.

Karakoram Highway is the Symbol of China-Pakistan Friendship



Gwadar Port, Main Heart of CPEC



CPEC: Routes. Kashgar (China) to Gwadar (Pakistan)



ISLAMABAD: A historic ceremony was organized at the Prime Minister's Office on Monday, where Pakistan and China signed 51 Memorandums of Understanding (MoUs) relating to diverse aspects of bilateral relations, including the Pakistan China Economic Corridor. 20 April 2015



One Belt One Road Project



Pakistan-China Border, Khunjerab Pass

